



**ASSOCIATION of
GOVERNMENTS**

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San Bernardino County: Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallion, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

559 05 09 06

MEETING OF THE

TRANSPORTATION AND COMMUNICATIONS COMMITTEE

PLEASE NOTE TIME CHANGE

Thursday, October 5, 2006

9:45 a.m. – 10:30 a.m.

SCAG Offices

**818 West 7th Street, 12th Floor
Conference Room Riverside B
Los Angeles, CA 90017
213.236.1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or alvarado@scag.ca.gov

Agendas and Minutes for the Transportation and Communications Committee are also available at:

www.scag.ca.gov/committees/tcc.htm

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Southern California Association of Governments
Transportation & Communications Committee Roster

October 2006

*Harry Baldwin, Chair
San Gabriel*

*Bonnie Lowenthal, Vice Chair
Long Beach*

Members	Representing	Members	Representing
Adams, Steve	Riverside, WRCOG	Joffe, Enid	San Gabriel Valley COG
Aldinger, Jim	Manhattan Beach	Lowe, Robin	Hemet/RCTC
Beauman, John	Brea	Marshall, Patsy	Buena Park
Becerra, Glen	Simi Valley	Mikels, Judy	Ventura County
Bone, Lou	Tustin	Millhouse, Keith	Moorpark
Brown, Art	Buena Park	Moqet, Shenna	Riverside Cty./WRCOG
Buckley, Thomas	Lake Elsinore	O'Connor, Pam	Santa Monica
Burke, Yvonne	Los Angeles County	Ovitt, Gary	San Bernardino County
Correa, Lou	Orange County	Parks, Bernard	Los Angeles
Dale, Lawrence	Barstow	Pettis, Gregory	Cathedral City
Daniels, Gene	Paramount	Roberts, Ron	Temecula
DeLara, Juan	Coachella	Rutherford, Mark	Westlake Village
Dixon, Richard	Lake Forest	Smith, Greig	Los Angeles
Dunlap, Judy	Inglewood	Spence, David	Arroyo Verdugo COG
Flickinger, Bonnie	Moreno Valley	Stone, Jeffrey	County of Riverside
Gabelich, Rae	Long Beach	Sykes, Tom	Walnut
Garcia, Lee Ann	Grand Terrace	Szerlip, Don	Redondo Beach/SBCCOG
Glaab, Paul	Laguna Niguel	Talbot, Paul	Alhambra
Gurule, Frank	Cudahy	Uranga, Tonia Reyes	Long Beach
Hernandez, Robert	Anaheim	Wapner, Alan	Ontario
Herrera, Carol	Diamond Bar		



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

“Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee”.

- | | | | |
|-------|--|---------------------------------|----|
| 1.0 | <u>CALL TO ORDER & PLEDGE
OF ALLEGIANCE</u> | Hon.
Harry Baldwin,
Chair | |
| 2.0 | <u>PUBLIC COMMENT PERIOD</u>
Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes. | | |
| 3.0 | <u>REVIEW and PRIORITIZE AGENDA ITEMS</u> | | |
| 4.0 | <u>CONSENT CALENDAR</u> | | |
| 4.1 | <u>Approval Items</u> | | |
| 4.1.1 | <u>Minutes of September 14, 2006 Meeting
Attachment</u> | | 1 |
| 4.2 | <u>Receive and File</u> | | |
| 4.2.1 | <u>State and Federal Legislation Matrix
Attachment</u>

Summary of state and federal legislative bills relevant to SCAG activities and items of interest. | | 12 |
| 4.2.2 | <u>End of Session Legislative Report
Attachment</u> | | 32 |

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

			PAGE #	TIME
5.0	<u>ACTION ITEMS</u>			
5.1	<u>RCP Security and Emergency Preparedness Chapter Attachment</u>	Alan Thompson, SCAG Staff	33	15 minutes
	Preliminary Performance Outcomes for RCP Security and Emergency Preparedness Chapter, Initial Proposal			
	Recommend Action: Release for Public Review Process.			
5.2	<u>SCAG's Draft Public Participation Plan Attachment</u>	Cheryl Collier, SCAG Staff	37	10 minutes
	Since its inception, the Southern California Association of Governments (SCAG) has engaged in a public involvement process in developing its regional transportation plans and programs. As a result of changes in the metropolitan planning law in 2005, SCAG will broaden its current participation activities to engage a more extensive group of stakeholders in its planning and programming process.			
	Recommended Action: Approve the release of SCAG's draft Public Participation Plan for a 45-day public comment period.			



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AGENDA

		PAGE #	TIME
6.0	<u>INFORMATION ITEMS</u>		
6.1	<u>Overview of Stakeholder Surveys for Regional Airport Management Implementation Study Attachment</u> Professor Steven P. Erie of UCSD will present an overview of stakeholder surveys his team conducted for the study this summer, including elected officials and airport managers around the region.	Steven P. Erie, UCSD 61	10 minutes
7.0	<u>MAGLEV TASK FORCE REPORT</u>	Hon. Robin Lowe, Chair	
8.0	<u>GOODS MOVEMENT TASK FORCE REPORT</u>	Hon. Art Brown, Chair	
9.0	<u>CHAIR'S REPORT</u>	Hon. Harry Baldwin	
10.0	<u>STAFF REPORT</u>	Rich Macias, SCAG Staff	
11.0	<u>FUTURE AGENDA ITEMS</u> Any committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.		
12.0	<u>ANNOUNCEMENTS</u>		
13.0	<u>ADJOURNMENT</u> The next meeting of the Transportation and Communications Committee will be held on November 2, 2006 at the SCAG office, downtown Los Angeles.		

**TRANSPORTATION & COMMUNICATIONS COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**September 14, 2006
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Bonnie Lowenthal, Vice Chair, City of Long Beach. There was a quorum.

Members Present

Adams, Steve (via teleconference)	Riverside, WRCOG
Aldinger, Jim	City of Manhattan Beach
Bone, Lou	City of Tustin
Burke, Yvonne	City of Los Angeles
Dale, Lawrence	City of Barstow
Dixon, Richard	City of Lake Forrest
Dunlap, Judy	City of Inglewood
Gabelich, Rae	City of Long Beach
Garcia, Lee Ann	City of Grand Terrace
Gurule, Frank	City of Cudahy
Herrera, Carol	City of Diamond Bar
Lowenthal, Bonnie (Vice-Chair)	City of Long Beach
Ovitt, Gary	San Bernardino County
Roberts, Ron	City of Temecula
Smith, Greg	City of Los Angeles
Spence, David	Arroyo Verdugo COG
Stone, Jeff	Riverside County
Sykes, Tom	City of Walnut
Talbot, Paul	City of Alhambra
Wapner, Alan	City of Ontario

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Members Not Present

Baldwin, Harry (Chair)	City of San Gabriel
Bauman, John	City of Brea
Becerra, Glen	City of Simi Valley
Brown, Art	City of Buena Park
Buckley, Tom	City of Lake Elsinore
Correa, Lou	Orange County
Daniels, Gene	City of Paramount
DeLara, Juan	City of Coachella
Flickinger, Bonnie	City of Moreno Valley
George, Gary	City of Redlands
Hernandez, Robert	City of Anaheim
Joffe, Enid	San Gabriel Valley COG
Lowe, Robin	City of Hemet/RCTC
Marshall, Patsy	City of Buena Park
Mikels, Judy	Ventura County
Millhouse, Keith	City of Moorpark
Moqet, Shenna	Riverside, WRCOG
O'Connor, Pam	City of Santa Monica
Pettis, Greg	Cathedral City
Rutherford, Mark	City of Westlake Village
Smyth, Cameron	City of Santa Clarita
Szerlip, Don	South Bay Cities COG
Tyler, Sidney	City of Pasadena
Uranga, Tonia Reyes	City of Long Beach

Voting Members, Not Elected Official

Casey, Rose	Caltrans
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1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

The Honorable Bonnie Lowenthal, Vice Chair, called the meeting to order at 10:02 a.m.

2.0 PUBLIC COMMENT PERIOD

Noted in Item 5.1

3.0 REVIEW and PRIORITIZE

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 July 6, 2006 Minutes

4.2 Receive and File

4.2.1 State and Federal Legislative Matrix

MOTION was made to APPROVE the Consent Calendar items.
Motion was SECONDED and unanimously APPROVED.

5.0 ACTION ITEMS

5.1 Resolution #06478-2 of Support for Continued Study of Tunnel Option to Complete the 710 Gap Closure

Robert Huddy, SCAG, stated that staff has brought this item to the TCC several times over the last few months. The Resolution was a result of additional discussions with various stakeholders. Staff recommends the approval of the Resolution of Support for continued study of a tunnel option to complete the 710

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Gap Closure and inclusion of the tunnel as an option to be used for planning in the 2008 Regional Transportation Plan.

Mayor Carol Herrera, City of Diamond Bar, stated that she does not want the resolution language to reflect that a particular option becomes the only option. Mayor Herrera requested the change in language in Paragraph 4 to reflect **an** option rather than the **only** option. In Paragraph 7, Mayor Herrera requested that the language be changed from **shall be used** to **should be considered**.

Councilmember David Spence, Arroyo Verdugo COG, stated that he felt additional information was needed regarding the environmental impact of the project. There is information that is not available on the Ground Water Study. In addition, all of the environmental impact work that has been said it could be mitigated is inaccurate according to the information studies that technical researchers have done in the Arroyo Verdugo sub-region. Mr. Spence said he felt it was not currently the right time to take the recommended action to pass the Resolution.

Chair Lowenthal, pointed out that in Paragraph 7 of the Resolution, it did read that **subject to the appropriate and required environmental review**. Chair Lowenthal stated that Councilmember Spence's concern was addressed in Paragraph 7.

David Margrave, Councilmember, City of South Pasadena expressed his views in opposition to the Item 5.1, Resolution #06478-2 for support of the continued study of the tunnel option to complete the 710 Gap Closure. Councilmember Margrave stated that the last Resolution passed by the City of South Pasadena in 2003 regarding the 710 freeway was to oppose and continues to oppose the 710 Gap Closure.

Philip Putnam, Mayor, City of South Pasadena, stated that he didn't feel that Councilmember Margrave's view accurately reflects the City of South Pasadena's views, but most of what he stated is correct. The City of South Pasadena is officially opposed at this point in time to closing the 710 Gap. The City of South Pasadena is neutral in not opposing a sound study of a tunnel option. A surface route will never be built to close the 710 Gap, consequently there is no need to have a surface route reflected in the RTP. There has been a lot of time and a lot of money put into the tunnel study; five hundred thousand thus far; 2.4 million for the

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next stage of the study. The RTP should reflect that a surface route will never be built, that the 710 Gap will only be built underground.

Councilmember Paul Talbot, City of Alhambra, stated that he concurred with the changes on the language and agreed with Mayor Putnam that underground tunnel option was realistically the most likely option to close the gap. The City of South Pasadena has insisted for 40 years that the gap not be closed. Every day there are forty-four thousand cars that exit onto Valley Boulevard into the Los Angeles/Alhambra area. City of South Pasadena's staff has worked extensively with SCAG staff on the resolution. If a vote was taken today by the City of South Pasadena Council they would say absolutely no freeway. If a vote was taken today by the City of La Canada they would say absolutely no freeway. These cities are concerned that people would use the north end of the freeway. The gap is one of the most important issues that the region faces and it needs to be moved forward with the tunnel study as an option.

A **MOTION** was made to **APPROVE** the Resolution #06478-2 with amendments to paragraphs 4 and 7 of the resolution as requested by Mayor Carol Herrera, City of Diamond Bar. **MOTION** was **SECONDED** and **APPROVED**. Councilmember David Spence, Arroyo Verdugo COG, voted in **OPPOSITION** of the Resolution.

5.2 Regional Aviation System Scenarios for 2008 RTP

Michael Armstrong, SCAG, stated that three new regional aviation system scenarios will be modeled for the 2008 RTP using the RADAM regional aviation demand model. These scenarios will forecast regional air passenger and air cargo activity at commercial airports in the region for the years 2010, 2020, 2030 and 2035. They include unconstrained, constrained and preferred scenarios. All three of these scenarios were approved by SCAG's Aviation Task Force at their July 12, 2006 meeting and the assumptions that went into the scenarios were also extensively reviewed by SCAG's Aviation Technical Advisory Committee.

One of the scenarios is an Unconstrained Scenario which assumes no physical or policy constraints at any of the airports, which are allowed to grow as they need to serve future demand. The Constrained Scenario, on the other hand, incorporates some very conservative assumptions about the future and is used as the No Project Aviation Alternative for the RTP EIR. It assumes no Maglev or any airport ground

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access projects beyond what is currently programmed, no market incentives, and a very conservative investment strategy on the part of the airlines in adding new service at emerging airports. SCAG is also proposing to include all of San Diego County in the modeling for this next RTP, something SCAG has never done before, and the Constrained Scenario would assume Lindbergh Field at its existing physical capacity of around 19 MAP.

The third proposed scenario is called the Preferred Scenario and is very similar to the currently adopted regional aviation plan. It assumes the entire regional Maglev system, as well other ambitious airport ground access projects including a regional system of FlyAways connected to airports via HOV lanes and light and heavy rail lines. It also assumes that policies would be in place to maximize the use of the Maglev system by air passengers such as integrated maglev fares/air fares, and an integrated reservation system between Maglev-connected airports. It also assumes the full package of market incentives at suburban airports assumed in the 2004 RTP including extensive marketing programs to increase passenger awareness of them and low cost parking and shuttle service to them from major activity centers. As opposed to the Constrained Scenario, it would assume that airlines would be very willing to invest in new service at the emerging suburban airports and it would be relatively inexpensive for them to make those investments because of such things as common use facilities that would be shared between the carriers, and attractive financial packages that would be offered to them.

In terms of addressing demand from San Diego, SCAG is proposing that the Preferred Scenario be modeled with both an unconstrained international airport assumed at Miramar that would replace Lindbergh Field, and also with no Miramar and assuming that modest capacity expansions would be made at Lindbergh Field to the extent possible within its very limited land area. The modeling of these assumptions would be closely coordinated with staff from the San Diego Regional Airport Authority.

Lastly, like the adopted plan, the Preferred Scenario would respect all legally-enforceable policy constraints and physical capacity constraints at air carrier airports. Some of the capacity number may be a little different for this scenario since staff is currently in the process of updating and refining them for some airports including the physical capacity of Bob Hope, San Bernardino International and Ontario airports. One particular capacity issue is whether or not to assume a capacity limitation at March. For the last plan SCAG assumed that March would be

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unconstrained, and because of the Maglev service that would directly connect to March in conjunction with some other assumptions that staff made, the forecast for March reached 8 MAP in 2030. The March JPA objected to this number since they did not feel it was compatible with their Joint Use Agreement. Staff noted their concerns in a footnote that was attached to the 8 MAP number. At the last Aviation Task Force meeting SCAG committed to evaluating the operational limitations of the Joint Use Agreement as well as the physical capacity of the single runway in updating the passenger forecast for March.

Mr. Armstrong then stated that SCAG's recommended action is that the committee approve the scenarios for modeling for the 2008 RTP.

Councilmember Rae Gabelich, City of Long Beach, stated that the Long Beach Airport had the longest runway, ten thousand feet that is surrounded by very successful neighborhoods and, the concern for the citizens in Long Beach is that the airport not be allowed to grow. Long Beach airport is about to modernize its terminal. SCAG staff is saying that gates have an impact on capacity and will also look at Long Beach in terms of what size aircraft it could handle.

Mr. Armstrong stated that staff accepts Long Beach Airport staff's forecast. If there is a legally forcible constraint such as at Long Beach and John Wayne, staff does not go anywhere beyond that, it does not look at physical capacity. SCAG accepts the city ordinance limitation on operations which is 41 air carrier flights per day and 24 commuter flights per day. SCAG works very closely with Long Beach Airport staff to factor in the assumptions about load factors/aircraft size.

Rich Macias, SCAG, clarified that what staff is asking the committee to do is to approve the scenarios that will be modeled. The goal of staff is to decentralize aviation demand. In doing this, staff considers established noise contours, established environmental impacts to surround communities and the political implications of all scenarios that exist. The results of all the scenarios will go to all of the Aviation Technical Advisory Committee, ATAC, which is made of up of airport industry personnel. The ATAC is particularly sensitive about constraints, encroachments issues, etc. By the time staff brings back all these alternatives back to the TCC, they will be even further modified. Point is, staff has come to the agreement between ATAC and the ATF is a group of alternatives. Staff will model the alternatives to see what the results are and then bring the results back to the TCC.

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The committee requested that when reports related to the RTP are distributed to members of the committee from staff, that a list of who sits on the ATAC and ATF be included along with the scheduled dates of the meeting. A fiscal attachment to the cost of the modeling would also be beneficial.

It was noted that in the future staff would bring forward a report on the environmental impacts and economic issues in the areas of the initial scenario modeling.

A **MOTION** was made to **APPROVE** the scenarios. **MOTION** was **SECONDED**, and **APPROVED**. Councilmember Rae Gabelich, City of Long Beach, voted in **OPPOSITION**. Councilmember Judy Dunlap, City of Inglewood, **ABSTAINED**.

5.3 Southern California National Freight Gateway Strategy Memorandum of Understanding (MOU)

Mark Pisano took the place of Hasan Ikhrata in presenting the MOU. The first principle of the MOU is to highlight the Southern California region's critical role as the national gateway for goods movement and the associated challenges to communities throughout the region in terms of infrastructure, public health and air quality impacts. The second principle is to ensure proactive involvement from the appropriate state and federal agencies in streamlining the environmental review/approval process. The third is to establish a formal process through which state and federal agencies would share responsibility and work collaboratively with Southern California transportation agencies to address the region's infrastructure needs, environmental effects, and community impacts of increasing goods movement through the "Southern California National Freight Gateway," which extends from the San Pedro Bay Ports to the cities of Barstow and Indio, California.

The MOU is expected to be finalized in consultation with all the appropriate stakeholders. The MOU establishes SCAG, Metro, the Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, Ventura County Transportation Commission, and the Ports of Los Angeles and Long Beach, along with key state and federal resource and regulatory agencies as the "Principal Conveners" to cooperate in the development of a framework strategy to address the region's goods movement

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challenges. In addition, the MOU encourages ongoing public participation as required by law.

The signatories to the MOU will work collaboratively to develop a Phase I Scoping Report to be submitted to the United States Secretary of Transportation and to the Governor of California by December 31, 2006. This report will include the protocols for MOU implementation – procedures for working collaboratively and expeditiously to address the goods movement infrastructure, environmental and community concerns.

MOTION was made to recommend to the Regional Council to authorize the Executive Director to continue to negotiate and to sign the MOU. **MOTION** was **SECONDED** and unanimously **APPROVED**.

5.4 Maglev IOS Preliminary Engineering - Draft Summary Report

David Chow, IBI Group, presented the draft report summarizing the work efforts completed for the preliminary engineering of the Maglev Initial Operating Segment (IOS) from West LA to Ontario Airport. The conclusion of this study represents a significant milestone in the development of a regional Maglev system.

MOTION was made to **RECEIVE** and **FILE** the item. **MOTION** was **SECONDED** and was unanimously **APPROVED**.

6.0 **INFORMATION ITEMS**

6.1 Status Report on CTC Workshop to Establish Criteria for Bond Funding

Due to the unavailability of the presenter the report was tabled for a future meeting.

6.2 Southern California Regional Rail Authority's Sealed Corridor Program

Steve Wylie, Assistant Executive Officer, Southern California Regional Rail Authority gave a presentation on the Sealed Corridor Program.

Following the January 2005 derailment in Glendale involving two Metrolink trains and a Union Pacific train, caused by an individual who intentionally parked his vehicle across the railroad tracks, the Southern California Regional Rail Authority has embarked on a federally funded study to create a Sealed Corridor along

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Metrolink's Antelope Valley and Ventura County Lines. SCRRA staff will provide an overview of this initiative, which is designed to establish a comprehensive program to enhance grade crossing and rail corridor safety and security.

6.3 I-710 (South) EIR/EIS MOU

Alan Thompson, SCAG, gave an update on the EIR/EIS MOU. Mr. Thompson stated that SCAG was preparing to enter into an MOU between SCAG, the California Department of Transportation (Caltrans), the Gateway Cities Council of Governments (GCCOG) and the Los Angeles County Metropolitan Transportation Authority (Metro) for the purposes of a Statement of Intent, defining the roles and responsibilities of the parties with regard to the project. The request for authorization to enter into the MOU is going before the Administration Committee and the Regional Council at the September 14 meeting, and is being provided to the Energy and Environment Committee and Transportation and Communications Committee for informational purposes.

Councilmember Rae Gabelich advised staff that she would be very concerned about the location of the truck inspection facilities, that the City of Long Beach preference is that they be located on port property.

7.0 MAGLEV TASK FORCE REPORT

There was no report.

8.0 CHAIR REPORT

Councilmember Bonnie Lowenthal, Vice-Chair, encouraged the members of the committee to take in the freight Maglev demonstration project in San Diego.

9.0 STAFF REPORT

There was no report.

10.0 GOODS MOVEMENT TASK FORCE REPORT

There was no report.

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11.0 FUTURE AGENDA ITEMS

None

12.0 ANNOUNCEMENTS

None

13.0 ADJOURNMENT

The Honorable Bonnie Lowenthal, adjourned the meeting at 11:45 a.m.
The next committee meeting will be held on **Thursday, October 5, 2006 at SCAG's office.**



Rich Macias, Manager
Transportation Planning Division

MEMO

DATE: October 5, 2007

TO: Transportation and Communications Committee

FROM: Jeffrey S. Dunn
Government Affairs Analyst

SUBJECT: State and Federal Legislation Matrix

SUMMARY:

The attached legislative bill matrix provides summaries of state and federal legislation relevant to SCAG activities and items of interest.

These legislative bills are organized by subject matter in the following categories: Air Quality, Energy, Environment, Gdsmt, GovBondBills, Housing, Land Use, SWCompactBills, Solid Waste, Transportation, Transit and Water.

Bill summaries include known on-record positions for other statewide organizations following these issues such as the California League of Cities, California State Association of Counties, CALCOG, and others. Also included for your information is each bill's position in the legislative process. Any bills included in previous matrices that have failed to move, i.e., 'dead' bills, have been purged from the matrix.

Please feel free to contact me at (213)-236-1880 if you have any questions or wish to discuss any legislative bill or issue.

Att.

Doc# 127184

Private file: AirQuality

A AB 1430

AUTHOR: Goldberg (D)
TITLE: Air Contaminants
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 08/07/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Requires the State Air Resources Board's environmental justice advisory committee to review each updated methodology used by air pollution control districts and air quality management districts to calculate the value of credits issued for emission reductions for stationary, mobile, indirect, and areawide sources, including those issued under market-based incentives programs, when those credits are used interchangeable, with certain requirements.

STATUS:

08/28/2006 *****To GOVERNOR.
Subject: AirQuality

CA AB 2823

AUTHOR: Ruskin (D)
TITLE: Air Pollution: District Compliance Programs
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/24/2006
LAST AMEND: 08/22/2006
DISPOSITION: To Governor
LOCATION: To enrollment
SUMMARY:

Requires districts with a specified population, for any notice of violation of specified nuisance laws and regulations, to post a copy of the notice on the district's website, to provide a copy of the notice to the state board, the city and county where the violation occurred, and other appropriate governmental entities, to place a notice in a newspaper, and to post a laminated copy of the notice on each side of the violating facility. Requires any person violating specified nuisance laws to pay costs.

STATUS:

08/31/2006 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY for concurrence.
08/31/2006 In ASSEMBLY. ASSEMBLY concurred in SENATE amendments. To enrollment.

CA AB 2825

AUTHOR: Ruskin (D)
TITLE: Schoolsites: Hazardous Emissions and Substances
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/24/2006
LAST AMEND: 08/07/2006
DISPOSITION: To Governor
LOCATION: To enrollment
SUMMARY:

Requires the identification of both existing and proposed facilities that emit hazardous air emissions or handle extremely hazardous substances or hazardous waste, within a school district's authority. Requires an appropriate planning commission report to contain information included in an environmental impact report or negative declaration. Requires an administering agency to provide information regarding existing and proposed facilities. Defines hazardous air emission and extremely hazardous substance.

STATUS:

08/31/2006 In ASSEMBLY. ASSEMBLY concurred in SENATE amendments. To enrollment.

CA AB 2880

AUTHOR: Lieu (D)
TITLE: Integrated Waste Management Board: Green Buildings
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/24/2006
LAST AMEND: 08/07/2006
DISPOSITION: Failed - Adjourned
LOCATION: Senate Appropriations Committee
SUMMARY:

Requires the Integrated Waste Management Board to make available to the public, in part through the board's internet web site, public resources about green buildings. Requires the board to establish an advisory committee and see the advice of the committee in developing, maintaining, and updating the Internet Web site.

STATUS:

08/17/2006

In SENATE Committee on APPROPRIATIONS: Not heard.

CA SB 757

AUTHOR: Kehoe (D)
TITLE: Oil Conservation, Efficiency and Alternative Fuels Act
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 08/21/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Enacts the Oil Conservation, Efficiency and Alternative Fuels Act. Requires state agencies to take the state's transportation energy goals into account in adopting rules and regulations. Relates to toxic air contaminants and public vehicles. Relates to oil industry price and supply reporting requirements. Relates to replacing lost gasoline and diesel fuel taxes. Requires submission of a transportation energy conservation, efficiency and alternative fuel policy assessment. Relates to vehicle fuel economy.

STATUS:

09/08/2006

*****To GOVERNOR.

Subject: AirQuality

Private file: Energy

CA AB 2104

AUTHOR: Lieber (D)
TITLE: Energy: Alternate Rates for Energy Program
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/17/2006
LAST AMEND: 06/15/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Requires the Public Utilities Commission to improve the Alternate Rates for Energy application process for tenants of a mobilehome park, apartment building, or similar residential complex receiving electric or gas service from a master-meter customer by developing processes whereby electrical and gas corporations are able to directly accept applications from tenants Requires the commission to require such corporations to provide each master-meter customer with a list of tenants who receive a discount.

STATUS:

08/21/2006

*****To GOVERNOR.

CA AB 2390

AUTHOR: Assembly Utilities and Commerce Committee
TITLE: Public Utilities Commission: Reporting/Rehearings
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2006
ENACTED: 09/07/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 217
SUMMARY:

Requires the Public Utilities Commission to notify the parties of the issuance of an order or decision by mail or, with consent, electronic transmission and to report on energy efficiency and conservation programs. Revises the definition of date of issuance to mean the mailing or electronic transmission date that is stamped on the official version of the order or decision. Specifies that the issuance of a decision or the granting of an application is to be construed to have occurred on issuance.

STATUS:

09/07/2006

Signed by GOVERNOR.

09/07/2006

Chaptered by Secretary of State. Chapter No. 217

CA SB 1

AUTHOR: Murray (D)
TITLE: Electricity: Solar Energy: Net Metering
FISCAL COMMITTEE: no

URGENCY CLAUSE: no
INTRODUCED: 12/06/2004
ENACTED: 08/21/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 132
SUMMARY:

Requires a seller of production homes to offer the option of a solar energy system to all customers negotiating the purchase of such home and to disclose certain information. Allows a bypass of this requirement for the installation of a solar energy system in such homes. Requires the Public Utilities Commission on implementing the State Solar Initiative to award monetary incentives for eligible systems, to adopt a performance-based program including energy efficiency improvements. Relates to contractors.

STATUS:
08/21/2006 Signed by GOVERNOR.
08/21/2006 Chaptered by Secretary of State. Chapter No. 132
Subject: Environment

CA SB 107

AUTHOR: Simitian (D)
TITLE: Renewable Energy: Research and Development
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 01/20/2005
LAST AMEND: 08/29/2006
DISPOSITION: To Governor
LOCATION: Enrolled
SUMMARY:

Revises and recasts language so the amount of electricity generated per year from eligible renewable energy resources is increased to an amount that equals at least 20% of the total electricity sold to retail customers per year by December 31, 2010. Provides an exemption. Requires the Energy Commission to develop mechanisms for renewable energy credits and to include an assessment of increasing electricity from renewable resources in its energy report. Relates to payments to out of state facilities.

STATUS:
09/08/2006 Enrolled.
Subject: Energy

CA SB 1505

AUTHOR: Lowenthal (D)
TITLE: Fuel: Hydrogen Alternative Fuel
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2006
LAST AMEND: 08/21/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Declares the legislature's intent that, when the state hydrogen highway blueprint plan is implemented, it be done so in a clean and environmentally responsible and advantageous manner. Requires the state Air Resources Board to adopt regulations that will ensure that state funding for the production and use of hydrogen fuel contributes to the reduction of greenhouse gas, criteria air pollutant and toxic air contaminant emissions and to meet certain requirements. Relates to level of hydrogen fuel dispensed.

STATUS:
09/06/2006 *****To GOVERNOR.

Private file: Environment

CA AB 32

AUTHOR: Nunez (D)
TITLE: Greenhouse Gases: Global Warming Solutions Act
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/06/2004
LAST AMEND: 08/30/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Requires the State Air Resources Board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this requirement, to

adopt a statewide greenhouse gas emissions limit equivalent to the statewide levels in 1990 to be achieved by 2020, to adopt rules and regulations in an open public process to achieve maximum technologically feasible and cost-effective emissions reduction and to adopt a source of emission fee schedule.

STATUS:

09/05/2006

*****To GOVERNOR.

Private file: Gdsmvmt

CA SB 760

AUTHOR: Lowenthal (D)
TITLE: Ports: Congestion Relief: Security Enhancement
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 05/27/2005
DISPOSITION: Failed - Adjourned
LOCATION: Assembly Appropriations Committee
SUMMARY:

Imposes on each shipping container processed in the Port of Los Angeles or the Port of Long Beach a fee of \$30 per twenty-foot equivalent unit, payable by the marine terminal operator processing the container to the port where the marine terminal is located. Requires each port to retain 1/3 of the funds derived from imposition of the fee and transmit the remaining 2/3 in the amount of 1/2 due to the Port Congestion Relief Trust Fund and 1/2 to the South Coast Air Quality Management District.

STATUS:

08/17/2006

In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

CA SB 1282

AUTHOR: Ducheny (D)
TITLE: Transportation: Federal Funds: Border Infrastructure
FISCAL COMMITTEE: no
URGENCY CLAUSE: yes
INTRODUCED: 02/14/2006
LAST AMEND: 05/02/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Requires federal funds apportioned to the state under the coordinated border infrastructure program of the Safe, Accountable Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) to be programmed, allocated and expended in the same manner as other federal transportation capital funds in the state transportation improvement program. Authorizes use of funds for projects in Mexico. Provides for programming the use of funds needed to match related federal funding.

STATUS:

08/30/2006

*****To GOVERNOR.

CA SB 1286

AUTHOR: Ducheny (D)
TITLE: Binational Air Pollution
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/14/2006
LAST AMEND: 05/26/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Specifies the membership of the California delegation to the binational council to address air quality issues in the binational air basin that encompasses Imperial County and the City of Mexicali. Requires the binational council's meetings to be open to the public and requires the binational council to perform specified functions, including, but not limited to, identifying and recommending strategies and actions that could be taken to improve air quality within the air basin.

STATUS:

08/30/2006

*****To GOVERNOR.

US HR 1319

SPONSOR: Reyes (D)
TITLE: United States Mexico Border Area
INTRODUCED: 03/15/2005
DISPOSITION: Pending
LOCATION: Multiple Committees

SUMMARY:

To improve the health of residents of, and the environment in, the United States - Mexico border area.

STATUS:

03/15/2005 INTRODUCED.
03/15/2005 To HOUSE Committee on ENERGY AND COMMERCE.
03/15/2005 Additionally referred to HOUSE Committee on EDUCATION AND THE WORKFORCE.
03/15/2005 Additionally referred to HOUSE Committee on AGRICULTURE.
03/15/2005 Additionally referred to HOUSE Committee on FINANCIAL SERVICES.
03/15/2005 Additionally referred to HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
03/15/2005 Additionally referred to HOUSE Committee on INTERNATIONAL RELATIONS.
03/15/2005 Additionally referred to HOUSE Committee on ARMED SERVICES.

US HR 1349

SPONSOR: Oberstar (DFL)
TITLE: Economic Development
INTRODUCED: 03/16/2005
DISPOSITION: Pending
LOCATION: Multiple Committees
SUMMARY:

To amend title 40, United States Code, to provide a comprehensive regional approach to economic and infrastructure development in the most severely distressed regions in the Nation.

STATUS:

03/16/2005 INTRODUCED.
03/16/2005 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
03/16/2005 Additionally referred to HOUSE Committee on FINANCIAL SERVICES.

US HR 2672

SPONSOR: Harris (R)
TITLE: Secretary of Homeland Security
INTRODUCED: 05/26/2005
DISPOSITION: Pending
LOCATION: Multiple Committees
SUMMARY:

Directs the Secretary of State and the Secretary of Homeland Security to establish a program to enhance the mutual security and safety of the United States, Canada, and Mexico.

STATUS:

05/26/2005 INTRODUCED.
05/26/2005 To HOUSE Committee on INTERNATIONAL RELATIONS.
05/26/2005 Additionally referred to HOUSE Committee on ARMED SERVICES.
05/26/2005 Additionally referred to HOUSE Committee on HOMELAND SECURITY.

US S 1875

SPONSOR: Bingaman (D)
TITLE: Financial Aid to Border Law Enforcement Officials
INTRODUCED: 10/17/2005
DISPOSITION: Pending
LOCATION: Senate Judiciary Committee
SUMMARY:

Provides financial aid to local law enforcement officials along the Nation's borders, and for other purposes.

STATUS:

10/17/2005 INTRODUCED.
10/17/2005 In SENATE. Read second time.
10/17/2005 To SENATE Committee on JUDICIARY.

Private file: GovBondBills

CA AB 127

AUTHOR: Nunez (D)
TITLE: Education Facilities: Kindergarten-University Bond Act
FISCAL COMMITTEE: no
URGENCY CLAUSE: yes
INTRODUCED: 01/13/2005
ENACTED: 05/20/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 35
SUMMARY:

Enacts the Kindergarten-University Public Education Facilities Bond Act of 2006. Authorizes a specified amount in state general obligation bonds to provide aid to school districts, county superintendents of schools, county boards of education, the California Community Colleges, the University of California, the Hastings College of the Law, and the California State University to construct and modernize education facilities.

STATUS:

05/20/2006

Signed by GOVERNOR.

05/20/2006

Chaptered by Secretary of State. Chapter No. 35

CA AB 140

AUTHOR:

Nunez (D)

TITLE:

Disaster Preparedness and Flood Prevention Bonds

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

yes

INTRODUCED:

01/13/2005

ENACTED:

05/19/2006

DISPOSITION:

Enacted

LOCATION:

Chaptered

CHAPTER:

33

SUMMARY:

Enacts the Disaster Preparedness and Flood Prevention Bond Act of 2006. Authorizes the issuance of a specified amount of bonds for the purposes of financing disaster preparedness and flood prevention projects.

STATUS:

05/19/2006

Signed by GOVERNOR.

05/19/2006

Chaptered by Secretary of State. Chapter No. 33

CA AB 142

AUTHOR:

Nunez (D)

TITLE:

Flood Control: Levee Repair and Flood Control

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

yes

INTRODUCED:

01/13/2005

ENACTED:

05/19/2006

DISPOSITION:

Enacted

LOCATION:

Chaptered

CHAPTER:

34

SUMMARY:

Appropriates a specified amount of funds to the Department of Water Resources for levee evaluation and repair, and related work, and flood control system improvements. Requires that the levee repairs for those critical levee erosion sites identified under a specified Governor's executive order be made with funds appropriated.

STATUS:

05/19/2006

Signed by GOVERNOR.

05/19/2006

Chaptered by Secretary of State. Chapter No. 34

CA AB 1039

AUTHOR:

Nunez (D)

TITLE:

Government: Environment: Bonds: Transportation

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

02/22/2005

ENACTED:

05/19/2006

DISPOSITION:

Enacted

LOCATION:

Chaptered

CHAPTER:

31

SUMMARY:

Exempts specified levee, highway and bridge retrofit projects from the California Environmental Quality Act. Provides for a master environmental impact report for a plan adopted by the Department of Transportation for improvements to segments of Highway 99 funded by specified bond funds. Consents the jurisdiction of federal courts to the surface transportation project delivery pilot program. Provides for a consolidated permit or approval for urgent levee repairs funded by specified bond funds.

STATUS:

05/19/2006

Signed by GOVERNOR.

05/19/2006

Chaptered by Secretary of State. Chapter No. 31

CA AB 1467

AUTHOR:

Nunez (D)

TITLE:

Transportation Projects: Facilities: Partnerships

FISCAL COMMITTEE:

yes

URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
ENACTED: 05/19/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 32
SUMMARY:

Authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Authorizes regional transportation agencies to apply to develop and operate high-occupancy toll lanes. Limits the number of such projects.

STATUS:

05/19/2006 Signed by GOVERNOR.
05/19/2006 Chaptered by Secretary of State. Chapter No. 32

CA SB 1266

AUTHOR: Perata (D)
TITLE: Highway Safety, Traffic Reduction, Air Quality
FISCAL COMMITTEE: no
URGENCY CLAUSE: yes
INTRODUCED: 02/09/2006
ENACTED: 05/16/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 25
SUMMARY:

Enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Authorizes a specified amount of general obligation bonds for transportation corridor improvements, trade infrastructure and port security projects, schoolbus retrofit, transportation improvements, transit and rail improvements, state-local transportation projects, transit security, local bridge retrofit, highway-railroad grade and crossing projects, highway rehabilitation, local street and road improvements.

STATUS:

05/16/2006 Signed by GOVERNOR.
05/16/2006 Chaptered by Secretary of State. Chapter No. 25

CA SB 1689

AUTHOR: Perata (D)
TITLE: Housing and Emergency Shelter Trust Fund Act
FISCAL COMMITTEE: no
URGENCY CLAUSE: yes
INTRODUCED: 02/24/2006
ENACTED: 05/17/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 27
SUMMARY:

Enacts the Housing and Emergency Shelter Trust Fund Act of 2006. Authorizes the issuance of a specified amount of general obligation funds of which the proceeds will be used to finance various existing housing program, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Establishes the Transit-Oriented Development Implementation Program to receive funding from the proceeds of the bond act.

STATUS:

05/17/2006 Signed by GOVERNOR.
05/17/2006 Chaptered by Secretary of State. Chapter No. 27

CA SCA 7

AUTHOR: Torlakson (D)
TITLE: Transportation Investment Fund
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/15/2005
ADOPTED: 05/09/2006
DISPOSITION: Adopted
LOCATION: Chaptered
CHAPTER: 49
SUMMARY:

Proposes an amendment to the Constitution to authorize a suspension, in whole or in part, of a transfer

of motor vehicle fuel sales tax funds to the Transportation Investment Fund for a fiscal year under certain circumstances. Prohibits a suspension from occurring more than twice during a period of 10 consecutive fiscal years. Prohibits a suspension in any fiscal year in which a required repayment from a prior suspension has not been fully completed.

STATUS:

05/09/2006

Chaptered by Secretary of State.

05/09/2006

Resolution Chapter No. 49

Private file: Housing

CA AB 2511

AUTHOR:

Jones (D)

TITLE:

Land Use: Housing

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/23/2006

LAST AMEND:

08/24/2006

DISPOSITION:

To Governor

LOCATION:

Enrolled

SUMMARY:

Relates to the Planning and Zoning Law. Prohibits a local government agency from disapproving a housing development project or conditioning the approval of a housing development project so that it renders the project infeasible if the basis for the disapproval or conditional approval includes discrimination. Allows a court to compel compliance with these provisions. Provides that if a city or county fails to submit the housing portion of its long-term general plan a court is required to compel compliance.

STATUS:

09/13/2006

Enrolled.

CA AB 2572

AUTHOR:

Emmerson (R)

TITLE:

Housing Element: Colleges

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

02/23/2006

LAST AMEND:

08/08/2006

DISPOSITION:

To Governor

LOCATION:

Enrolled

SUMMARY:

Requires each council of governments or delegate subregion to include among factors to develop certain methodology for distributing existing and projected regional housing needs, the housing needs generated by the presence of a private university or a campus of the California State University or the University of California within any member jurisdiction.

STATUS:

09/14/2006

Enrolled.

CA AB 2634

AUTHOR:

Lieber (D)

TITLE:

Housing Elements

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

02/24/2006

LAST AMEND:

08/28/2006

DISPOSITION:

To Governor

LOCATION:

To enrollment

SUMMARY:

Relates to the Planning and Zoning Law. Provides that the required analysis of population and employment trends and quantification of the locality's existing and projected housing needs for all income levels shall include extremely low-income households. Provides that any amendment that alters the required content of a housing element shall apply to any housing element or housing element amendment the draft of which is submitted to the department.

STATUS:

08/31/2006

In ASSEMBLY. ASSEMBLY concurred in SENATE amendments. To enrollment.

Private file: LandUse

CA AB 773

AUTHOR:

Mullin (D)

TITLE:

Redevelopment: Referendum

FISCAL COMMITTEE:

020

URGENCY CLAUSE: no
INTRODUCED: no
ENACTED: 02/18/2005
DISPOSITION: 08/28/2006
LOCATION: Enacted
CHAPTER: Chaptered
SUMMARY: 161

Amends the Community Redevelopment Law that authorizes the establishment of redevelopment agencies and prescribes certain requirements applicable to referendum petitions circulated in cities and counties with a certain population, relating to a redevelopment plan that is subject to referendum, including the timeframe for submission of the petition to the clerk of the legislative body. Makes a 90-day timeframe applicable to all cities and counties.

STATUS:
08/28/2006 Signed by GOVERNOR.
08/28/2006 Chaptered by Secretary of State. Chapter No. 161
Subject: Housing

CA AB 1387

AUTHOR: Jones (D)
TITLE: CEQA Residential Infill Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 08/07/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Provides that, if a residential project not exceeding 100 units with a specified minimum density and within 1/2 mile of the transit stop, or an infill site, in an urbanized area is in compliance with traffic, circulation, and transportation policies of the general, community or specific plan and applicable local ordinances, the city or county is not required to comply with specified requirements with respect to making any findings regarding the significant environmental effects from the project on traffic.

STATUS:
09/06/2006 *****To GOVERNOR.
Position: League-Sup 04/20/2005

CA AB 2259

AUTHOR: Salinas (D)
TITLE: Local Agency Formation: Extension of Services
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/22/2006
LAST AMEND: 06/14/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Relates to and extends the provisions of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. Permits a local agency formation commission to review and comment on the extension of services into previously unserved territory within the unincorporated areas and the creation of new service providers to extend urban type development into previously unserved areas to ensure that the proposed extension is consistent with the policies of the commission and certain policies under state law.

STATUS:
08/21/2006 *****To GOVERNOR.

CA SB 53

AUTHOR: Kehoe (D)
TITLE: Redevelopment
INTRODUCED: 01/10/2005
LAST AMEND: 08/07/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Requires redevelopment plans to contain a description of the redevelopment agency's program to acquire real property by eminent domain, including prohibitions, on the use of eminent domain, and a time limit for the commencement of eminent domain proceedings. Requires such agency to find that significant blight remains in the project area and cannot be eliminated without the use of eminent domain before amending a redevelopment plan to extend the time limitation for commencement of

proceedings.

STATUS:

09/01/2006

Subject:

*****To GOVERNOR.

Transport

CA SB 927

AUTHOR:

Lowenthal (D)

TITLE:

Ports: Congestion Relief: Security: Environment

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/22/2005

LAST AMEND:

08/24/2006

DISPOSITION:

To Governor

LOCATION:

To Governor

SUMMARY:

Requires the ports of Los Angeles and Long Beach to develop a user fee on the owner of container cargo moving through the port and to retain a portion for projects to improve security. Requires the remainder of the fee to be transmitted to the Port Congestion Relief Trust Fund for rail project to improve moving port container cargo and the Port Mitigation Relief Trust Fund to develop project to mitigate environmental pollution caused by the movement of cargo in the ports.

STATUS:

09/13/2006

*****To GOVERNOR.

Subject:

LandUse, Transport

Private file: SWCompactBills

CA AB 402

AUTHOR:

Dymally (D)

TITLE:

Family Law Court: Marriage

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/15/2005

LAST AMEND:

08/28/2006

DISPOSITION:

To Governor

LOCATION:

Enrolled

SUMMARY:

Enacts the Collaborative Family Law Act, to allow the parties to proceedings of the dissolution or nullification of marriage and legal separation to utilize a collaborative law process rather than an adversarial judicial proceeding to resolve those disputes. Requires a court to issue a statement explaining the factual and legal basis for its custody decision upon the trial of a question of fact in a proceeding to determine the custody of a minor.

STATUS:

09/14/2006

Enrolled.

CA SB 1282

AUTHOR:

Ducheny (D)

TITLE:

Transportation: Federal Funds: Border Infrastructure

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

yes

INTRODUCED:

02/14/2006

LAST AMEND:

05/02/2006

DISPOSITION:

To Governor

LOCATION:

To Governor

SUMMARY:

Requires federal funds apportioned to the state under the coordinated border infrastructure program of the Safe, Accountable Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) to be programmed, allocated and expended in the same manner as other federal transportation capital funds in the state transportation improvement program. Authorizes use of funds for projects in Mexico. Provides for programming the use of funds needed to match related federal funding.

STATUS:

08/30/2006

*****To GOVERNOR.

CA SB 1286

AUTHOR:

Ducheny (D)

TITLE:

Binational Air Pollution

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/14/2006

LAST AMEND:

05/26/2006

DISPOSITION:

To Governor

LOCATION: To Governor

SUMMARY:

Specifies the membership of the California delegation to the binational council to address air quality issues in the binational air basin that encompasses Imperial County and the City of Mexicali. Requires the binational council's meetings to be open to the public and requires the binational council to perform specified functions, including, but not limited to, identifying and recommending strategies and actions that could be taken to improve air quality within the air basin.

STATUS:

08/30/2006

*****To GOVERNOR.

US HR 469

SPONSOR:

Kolbe (R)

TITLE:

Hydrogeologic Characterization

INTRODUCED:

02/01/2005

DISPOSITION:

Pending

LOCATION:

House Resources Committee

SUMMARY:

To authorize the Secretary of the Interior to cooperate with the States on the border with Mexico and other appropriate entities in conducting a hydrogeologic characterization, mapping, and modeling program for priority transboundary aquifers, and for other purposes.

STATUS:

02/01/2005

INTRODUCED.

02/01/2005

To HOUSE Committee on RESOURCES.

US HR 1319

SPONSOR:

Reyes (D)

TITLE:

United States Mexico Border Area

INTRODUCED:

03/15/2005

DISPOSITION:

Pending

LOCATION:

Multiple Committees

SUMMARY:

To improve the health of residents of, and the environment in, the United States - Mexico border area.

STATUS:

03/15/2005

INTRODUCED.

03/15/2005

To HOUSE Committee on ENERGY AND COMMERCE.

03/15/2005

Additionally referred to HOUSE Committee on EDUCATION AND THE WORKFORCE.

03/15/2005

Additionally referred to HOUSE Committee on AGRICULTURE.

03/15/2005

Additionally referred to HOUSE Committee on FINANCIAL SERVICES.

03/15/2005

Additionally referred to HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

03/15/2005

Additionally referred to HOUSE Committee on INTERNATIONAL RELATIONS.

03/15/2005

Additionally referred to HOUSE Committee on ARMED SERVICES.

US HR 1349

SPONSOR:

Oberstar (DFL)

TITLE:

Economic Development

INTRODUCED:

03/16/2005

DISPOSITION:

Pending

LOCATION:

Multiple Committees

SUMMARY:

To amend title 40, United States Code, to provide a comprehensive regional approach to economic and infrastructure development in the most severely distressed regions in the Nation.

STATUS:

03/16/2005

INTRODUCED.

03/16/2005

To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

03/16/2005

Additionally referred to HOUSE Committee on FINANCIAL SERVICES.

US HR 2672

SPONSOR:

Harris (R)

TITLE:

Secretary of Homeland Security

INTRODUCED:

05/26/2005

DISPOSITION:

Pending

LOCATION:

Multiple Committees

SUMMARY:

Directs the Secretary of State and the Secretary of Homeland Security to establish a program to enhance the mutual security and safety of the United States, Canada, and Mexico.

STATUS:

05/26/2005

INTRODUCED.

05/26/2005

To HOUSE Committee on INTERNATIONAL RELATIONS.

05/26/2005
05/26/2005

Additionally referred to HOUSE Committee on ARMED SERVICES.
Additionally referred to HOUSE Committee on HOMELAND SECURITY.

JS HR 4893

SPONSOR: Pombo (R)
TITLE: Indian Gaming Regulator
INTRODUCED: 03/07/2006
DISPOSITION: Failed
LOCATION: HOUSE
SUMMARY:

Amends section 20 of the Indian Gaming Regulatory Act to restrict off - reservation gaming.

STATUS:

09/13/2006 From HOUSE Committee on RESOURCES: Reported as amended.
09/13/2006 In HOUSE. Failed to pass HOUSE.

US HR 6043

SPONSOR: Hastings D (R)
TITLE: Native American Graves Protection
INTRODUCED: 09/07/2006
DISPOSITION: Pending
LOCATION: House Resources Committee
SUMMARY:

Amends the Native American Graves Protection and Repatriation Act so that it will be interpreted in accordance with the original intent of Congress to require a significant relationship be found between remains discovered on federal lands and presently existing Native American tribes for those remains to be applicable under the Native American Graves Protection and Repatriation Act.

STATUS:

09/07/2006 INTRODUCED.
09/07/2006 To HOUSE Committee on RESOURCES.

US S 1875

SPONSOR: Bingaman (D)
TITLE: Financial Aid to Border Law Enforcement Officials
INTRODUCED: 10/17/2005
DISPOSITION: Pending
LOCATION: Senate Judiciary Committee
SUMMARY:

Provides financial aid to local law enforcement officials along the Nation's borders, and for other purposes.

STATUS:

10/17/2005 INTRODUCED.
10/17/2005 In SENATE. Read second time.
10/17/2005 To SENATE Committee on JUDICIARY.

Private file: SolidWaste

CA AB 1333

AUTHOR: Frommer (D)
TITLE: Grease Waste Haulers
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
ENACTED: 08/28/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 186
SUMMARY:

Prohibits a grease waste hauler from removing grease from a grease trap or interceptor unless the hauler removes all grease, grease liquid, water, and solids from the trap or interceptor each time of removal. Subjects a hauler to a civil penalty for a violation. Allows the enforcement of these provisions only against a grease waste hauling company. Provides distribution of civil penalties. Makes it an offense for a hauler to reinsert or to improperly deposit grease in specified ways. Provides exceptions.

STATUS:

08/28/2006 Signed by GOVERNOR.
08/28/2006 Chaptered by Secretary of State. Chapter No. 186

CA AB 1992

AUTHOR: Canciamilla (D)
TITLE: Solid Waste: Dumping
FISCAL COMMITTEE: yes
URGENCY CLAUSE:

no
INTRODUCED: 02/09/2006
LAST AMEND: 08/16/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Provides that the placing, depositing, dumping, of solid waste or overflow, sewage, sludge, cesspool or septic tank effluent, or accumulation of human excreta, or garbage on private property, without the owner's consent, is a misdemeanor. Prohibits placing, depositing, or dumping of solid waste upon private property by the owner or person authorized by the owner, from creating a nuisance and revises highway and road dumping. Increases the mandatory fine for the first conviction. Provides a reward.

STATUS:
09/06/2006 *****To GOVERNOR.

CA AB 2147

AUTHOR: Harman (R)
TITLE: Solid Waste: Plastic Food/Beverage Containers
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/21/2006
LAST AMEND: 06/27/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Prohibits a person from selling a plastic food or beverage container that is labeled as biodegradable or similarly described unless the container meets a current ASTM standard specification for compostable plastics the term used on the label.

STATUS:
08/29/2006 *****To GOVERNOR.

CA AB 2206

AUTHOR: Montanez (D)
TITLE: Recycling: Multifamily Dwellings.
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/22/2006
LAST AMEND: 03/27/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Requires local jurisdictions to report on the progress made in the diversion and recycling of waste material at multifamily dwellings in their annual report to add an additional factor related to diversion and recycling of solid waste from multifamily dwellings that the Integrated Waste Management Board would be required to consider in determining the appropriateness of imposing penalties on a local jurisdiction. Requires the board to make available model ordinances for solid waste reduction.

STATUS:
09/08/2006 *****To GOVERNOR.

Private file: Transit

CA AB 372

AUTHOR: Nation (D)
TITLE: Public Contracts: Transit Design-Build Contracts
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/11/2005
ENACTED: 09/14/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 262
SUMMARY:

Extends existing law that allows transit operators to enter a design-build contract pursuant to certain procedures. Specifies that a transit operator should establish a labor compliance program only for such contracts and only if the operator does not have a program. Requires the operator to select the design-build entity for projects based on the lowest responsible bidder. Requires the preparation of certain documents. Expands the definition of a transit operator to include a consolidated agency.

STATUS:
09/14/2006 Signed by GOVERNOR.
09/14/2006 Chaptered by Secretary of State. Chapter No. 262

Private file: Transportation

CA AB 372

AUTHOR: Nation (D)
TITLE: Public Contracts: Transit Design-Build Contracts
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/11/2005
ENACTED: 09/14/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 262
SUMMARY:

Extends existing law that allows transit operators to enter a design-build contract pursuant to certain procedures. Specifies that a transit operator should establish a labor compliance program only for such contracts and only if the operator does not have a program. Requires the operator to select the design-build entity for projects based on the lowest responsible bidder. Requires the preparation of certain documents. Expands the definition of a transit operator to include a consolidated agency.

STATUS:

09/14/2006 Signed by GOVERNOR.
09/14/2006 Chaptered by Secretary of State. Chapter No. 262

CA AB 521

AUTHOR: Runner S (R)
TITLE: Transportation Facilities: Public-Private Partnerships
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/16/2005
LAST AMEND: 08/28/2006
DISPOSITION: To Governor
LOCATION: Enrolled
SUMMARY:

Amends existing law that authorizes the Department of Transportation and regional transportation agencies to enter into a specified number of comprehensive development lease agreements with public and private entities or consortia of those entities, for certain transportation projects and all such actions must be submitted to the Legislature for approval or rejection, to modify those provisions to provide the Legislature has 60 legislative days to act on such agreements.

STATUS:

09/14/2006 Enrolled.

CA AB 1020

AUTHOR: Hancock (D)
TITLE: Transportation Planning: Improved Travel Models
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 08/09/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Requires the Transportation Commission to adopt guidelines related to the travel demand models used in the development of regional transportation plans by regional transportation planning agencies. Requires a regional transportation planning agency for a region with a population of 800,000 or more to use those guidelines. Specifies certain policy choices that a travel demand model shall be capable of evaluating. Requires the Department of Transportation to assist the commission, on request, in this regard.

STATUS:

09/06/2006 *****To GOVERNOR.
Subject: Transport

CA AB 1699

AUTHOR: Frommer (D)
TITLE: Commuter And Intercity Passenger Trains
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 08/22/2006
DISPOSITION: To Governor
LOCATION: To enrollment

SUMMARY:

Requires the Department of Transportation to contract with the Institute of Transportation Studies to conduct a study of the safety of push-pull commuter rail and intercity rail passenger operations, and would require the study to be submitted to the Legislature by June 1, 2008.

STATUS:

08/31/2006

In ASSEMBLY. ASSEMBLY concurred in SENATE amendments. To enrollment.
Transport

CA AB 2295

AUTHOR: Arambula (D)**TITLE:** Transportation Capital Improvement Projects**INTRODUCED:** 02/22/2006**DISPOSITION:** To Governor**LOCATION:** To Governor**SUMMARY:**

States that local road rehabilitation projects are eligible for funds allocated for transportation capital improvement funds.

STATUS:

09/06/2006

*****To GOVERNOR.

Position: CALCOG-Sup, CSAC-Sup

CA AB 2538

AUTHOR: Wolk (D)**TITLE:** Transportation Funds**FISCAL COMMITTEE:** yes**URGENCY CLAUSE:** no**INTRODUCED:** 02/23/2006**LAST AMEND:** 05/26/2006**DISPOSITION:** To Governor**LOCATION:** To Governor**SUMMARY:**

Authorizes each transportation planning agency or county transportation commission to request and receive up to 5% of federal metropolitan planning funds for the purposes of project planning, programming, and monitoring. Changes references to regional improvement funds to instead refer to county share.

STATUS:

09/08/2006

*****To GOVERNOR.

CA AB 2600

AUTHOR: Lieu (D)**TITLE:** Vehicles: HOV Lanes**INTRODUCED:** 02/24/2006**LAST AMEND:** 08/28/2006**DISPOSITION:** To Governor**LOCATION:** Enrolled**SUMMARY:**

Extends certain provisions of law relating to allowing low-emission and hybrid vehicles to operate in HOV Lanes. Increases the number of described distinctive decals, labels, and other identifiers that are required to be issued by the Department of Transportation.

STATUS:

09/14/2006

Enrolled.

Position: CALCOG-Opp

CA SB 927

AUTHOR: Lowenthal (D)**TITLE:** Ports: Congestion Relief: Security: Environment**FISCAL COMMITTEE:** yes**URGENCY CLAUSE:** no**INTRODUCED:** 02/22/2005**LAST AMEND:** 08/24/2006**DISPOSITION:** To Governor**LOCATION:** To Governor**SUMMARY:**

Requires the ports of Los Angeles and Long Beach to develop a user fee on the owner of container cargo moving through the port and to retain a portion for projects to improve security. Requires the remainder of the fee to be transmitted to the Port Congestion Relief Trust Fund for rail project to improve moving port container cargo and the Port Mitigation Relief Trust Fund to develop project to mitigate environmental pollution caused by the movement of cargo in the ports.

STATUS:

09/13/2006

*****To GOVERNOR.

CA SB 1237

AUTHOR: Maldonado (R)
TITLE: Vehicles: Combination Length
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/06/2006
LAST AMEND: 08/07/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Relates to the prohibition of certain combinations of agricultural vehicles from exceeding a total length of 65 feet. Requires the combination of vehicles, in order to qualify for an exception, to not exceed 50 mph when operating on the highway, to complete a commercial vehicle safety alliance inspection by the Highway Patrol, and to operate on the highways only after the development of safe routing techniques. Limits exceptions to Santa Barbara and San Luis Obispo counties.

STATUS:

09/08/2006

*****To GOVERNOR.

CA SB 1282

AUTHOR: Ducheny (D)
TITLE: Transportation: Federal Funds: Border Infrastructure
FISCAL COMMITTEE: no
URGENCY CLAUSE: yes
INTRODUCED: 02/14/2006
LAST AMEND: 05/02/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Requires federal funds apportioned to the state under the coordinated border infrastructure program of the Safe, Accountable Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) to be programmed, allocated and expended in the same manner as other federal transportation capital funds in the state transportation improvement program. Authorizes use of funds for projects in Mexico. Provides for programming the use of funds needed to match related federal funding.

STATUS:

08/30/2006

*****To GOVERNOR.

CA SB 1384

AUTHOR: Kuehl (D)
TITLE: Los Angeles-Exposition Metro Line Light Rail Project
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2006
LAST AMEND: 08/07/2006
DISPOSITION: To Governor
LOCATION: To Governor
SUMMARY:

Requires the Exposition Metro Line Construction Authority, upon allocation of federal and local funds by the LACMTA, to conduct environmental studies in addition to the financial studies and the planning and engineering necessary for the completion of the Los Angeles-Exposition Metro Line light rail project. Revises the provisions requiring the LACMTA to enter into an agreement with the construction authority to hold in trust certain property and assets. Relates to appointments to the authority.

STATUS:

09/01/2006

*****To GOVERNOR.

CA SB 1436

AUTHOR: Figueroa (D)
TITLE: Small Business: State Agency Information
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2006
ENACTED: 09/12/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 234
SUMMARY:

Requires the Department of Technology Services to create a link to state agency Web sites at the State of California Internet portal specifically for the use of small businesses in accessing information regarding startup requirements and regulatory compliance to the particular business. Requires each agency that significantly regulates small business or significantly impacts small business, to designate

at least one individual who shall serve as a small business liaison for the agency.

STATUS:

09/12/2006

Signed by GOVERNOR.

09/12/2006

Chaptered by Secretary of State. Chapter No. 234

CA SB 1587

AUTHOR: Lowenthal (D)

TITLE: Transportation Planning: Federal Funds

FISCAL COMMITTEE: yes

URGENCY CLAUSE: no

INTRODUCED: 02/24/2006

LAST AMEND: 08/24/2006

DISPOSITION: To Governor

LOCATION: To Governor

SUMMARY:

Requires a transportation planning agency to submit an updated regional transportation plan every 4 years, except that specified agencies may submit its plan every 5 years. Requires the Department of Transportation to provide specified congestion mitigation and air quality program funds for the 2007 and 2008 federal fiscal years for the Monterey Bay and Santa Barbara regions.

STATUS:

09/13/2006

*****To GOVERNOR.

CA SB 1687

AUTHOR: Murray (D)

TITLE: Metropolitan Transportation Authority and District

INTRODUCED: 02/24/2006

LAST AMEND: 08/24/2006

DISPOSITION: To Governor

LOCATION: To Governor

SUMMARY:

Amends existing law governing the purchases of all supplies, equipment and materials of the Los Angeles County Metropolitan Transportation Authority and the San Francisco Bay Area Rapid Transit District, when the expenditure exceeds a specified amount, to be contract let to the lowest responsible bidder or to the responsible bidder who submits a proposal that provides the best value.

STATUS:

09/12/2006

*****To GOVERNOR.

CA SB 1703

AUTHOR: Lowenthal (D)

TITLE: State Transportation Commission

INTRODUCED: 02/24/2006

LAST AMEND: 08/07/2006

DISPOSITION: To Governor

LOCATION: To Governor

SUMMARY:

Relates to the State Transportation Commission. Expands the commission with additional members appointed by the Speaker of the Assembly and the Senate Committee on Rules.

STATUS:

09/01/2006

Enrolled.

09/01/2006

*****To GOVERNOR.

CA SCA 7

AUTHOR: Torlakson (D)

TITLE: Transportation Investment Fund

FISCAL COMMITTEE: yes

URGENCY CLAUSE: no

INTRODUCED: 02/15/2005

ADOPTED: 05/09/2006

DISPOSITION: Adopted

LOCATION: Chaptered

CHAPTER: 49

SUMMARY:

Proposes an amendment to the Constitution to authorize a suspension, in whole or in part, of a transfer of motor vehicle fuel sales tax funds to the Transportation Investment Fund for a fiscal year under certain circumstances. Prohibits a suspension from occurring more than twice during a period of 10 consecutive fiscal years. Prohibits a suspension in any fiscal year in which a required repayment from a prior suspension has not been fully completed.

STATUS:

05/09/2006

Chaptered by Secretary of State.

05/09/2006

Resolution Chapter No. 49

Subject: Revenue/Bond, Transport

US HR 3

SPONSOR: Young D (R)
TITLE: Highway Program Funds
INTRODUCED: 02/09/2005
ENACTED: 08/10/2005
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER #: 109-59
SUMMARY:
Creates the Safe, Accountable, Flexible, Efficient Transportation Equity Act; authorizes funds for Federal-aid highways, highway safety programs, and transit programs.
STATUS:
09/01/2005 Public Law No. 109-59

US HR 5576

SPONSOR: Knollenberg (R)
TITLE: Department Appropriations
INTRODUCED: 06/09/2006
LAST AMEND: 06/14/2006
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:
Makes appropriations for the Departments of Transportation, Treasury, and Housing and Urban Development, the Judiciary, District of Columbia, and independent agencies for the fiscal year ending September 30, 2007.
STATUS:
07/26/2006 From SENATE Committee on APPROPRIATIONS: Reported with an amendment in the nature of a substitute.
07/26/2006 In SENATE. Placed on SENATE Legislative Calendar.

US S 2349

SPONSOR: Lott (R)
TITLE: Legislative Process
INTRODUCED: 03/01/2006
LAST AMEND: 05/23/2006
DISPOSITION: Pending
LOCATION: Conference Committee
SUMMARY:
Provides greater transparency in the legislative process.
STATUS:
05/23/2006 In HOUSE. Amended on HOUSE floor.
05/23/2006 In HOUSE. Passed HOUSE. *****To SENATE for concurrence.
05/23/2006 In HOUSE. HOUSE insists on its amendments and agrees to a conference.
05/23/2006 *****To CONFERENCE Committee.

US S 2383

SPONSOR: Baucus (D)
TITLE: Equity Act
INTRODUCED: 03/07/2006
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
SUMMARY:
Amends the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make a technical correction.
STATUS:
03/07/2006 INTRODUCED.
03/07/2006 In SENATE. Read second time.
03/07/2006 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

US S 2388

SPONSOR: Voinovich (R)
TITLE: National Commission
INTRODUCED: 03/08/2006
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
SUMMARY:
Establishes a National Commission on the Infrastructure of the United States.
STATUS:
03/08/2006 INTRODUCED.

03/08/2006
03/08/2006

In SENATE. Read second time.
To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

Private file: Water

IS HR 469	SPONSOR:	Kolbe (R)
	TITLE:	Hydrogeologic Characterization
	INTRODUCED:	02/01/2005
	DISPOSITION:	Pending
	LOCATION:	House Resources Committee
	SUMMARY:	
		To authorize the Secretary of the Interior to cooperate with the States on the border with Mexico and other appropriate entities in conducting a hydrogeologic characterization, mapping, and modeling program for priority transboundary aquifers, and for other purposes.
	STATUS:	
	02/01/2005	INTRODUCED.
	02/01/2005	To HOUSE Committee on RESOURCES.

JS HR 624	SPONSOR:	Camp (R)
	TITLE:	Federal Water Pollution Control Act
	INTRODUCED:	02/08/2005
	DISPOSITION:	Pending
	LOCATION:	HOUSE
	SUMMARY:	
		To amend the Federal Water Pollution Control Act to authorize appropriations for sewer overflow control grants.
	STATUS:	
	07/13/2005	From HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE: Reported.

US HR 2864	SPONSOR:	Young D (R)
	TITLE:	Conservation and Development of Water
	INTRODUCED:	06/13/2005
	LAST AMEND:	07/19/2006
	DISPOSITION:	Pending
	LOCATION:	Conference Committee
	SUMMARY:	
		Provides for the conservation and development of water and related resources, to authorize the Secretary of the Army to construct various projects for improvements to rivers and harbors of the United States, and for other purposes.
	STATUS:	
	09/13/2006	In HOUSE. HOUSE refused to concur in SENATE amendments and agrees to a conference.
	09/13/2006	*****To CONFERENCE Committee.

US HR 4560	SPONSOR:	Duncan (R)
	TITLE:	Federal Water Pollution Control Act
	INTRODUCED:	12/15/2005
	DISPOSITION:	Pending
	LOCATION:	Multiple Committees
	SUMMARY:	
		Amends the Federal Water Pollution Control Act to authorize appropriations for State water pollution control revolving funds, and for other purposes.
	STATUS:	
	01/03/2006	In HOUSE Committee on RESOURCES: Referred to Subcommittee on FISHERIES AND OCEANS.

MEMO

DATE: October 5, 2006

TO: Regional Council
Transportation and Communications Committee
Energy and Environment Committee
Community, Economic, and Human Development Committee

FROM: Jeffrey S. Dunn
Government Affairs Analyst

SUBJECT: End of Session Legislative Report

SUMMARY:

The End of Session Report will contain summaries of major legislation relevant to SCAG operations and activities that have been either chaptered into law or vetoed. Because the constitutional deadline for the Governor to sign or veto bills is September 30, staff will prepare the final report after that date and distribute to the policy committees and Regional Council on October 5, 2006.

DOC# 127208v2

REPORT

DATE: September 15, 2006

TO: Transportation and Communications Committee

FROM: Alan Thompson, Acting Manager, Corridors

SUBJECT: Regional Comprehensive Plan, Security and Emergency Preparedness Chapter, Performance Outcomes.

EXECUTIVE DIRECTOR'S APPROVAL: *WJ Done for Mark Lissano*

RECOMMENDED ACTION:

Release for Public Review and comment for 180 days. Draft components of the Regional Comprehensive Plan are being released for public comments prior to the final draft. Action by the TCC would direct staff to seek input and participation from stakeholder and interested parties and make technical refinements.

SUMMARY:

At the September 11 Regional Comprehensive Plan (RCP) Task Force meeting, it was decided to recommend to the Transportation and Communications Committee that the following preliminary Performance Outcomes be released for public review.

- Outcome:** Full compliance with Regional Transit Security Strategy
- Outcome:** Reduction in transit related crime
- Outcome:** Improved design, retrofit, hardening and stabilization of critical transportation infrastructure
- Outcome:** Eliminate car/train and pedestrian/train accidents
- Outcome:** Rapid Response Plans for emergency repair of transportation facilities
- Outcome:** All locally elected officials be at least minimally compliant with the National Incident Management System (NIMS)
- Outcome:** Regional Recovery Plan for the continuity of government services during disaster recovery

BACKGROUND:

The Performance Outcomes will be the central feature of each RCP Chapter. They establish the goals for the plan, and define the region's values across the range of planning and resource categories covered by the plan.

The Security and Emergency Preparedness chapter identifies SCAG's role and responsibility in regards to Security and emergency preparedness, and with respect to other jurisdictions. It describes the current programs at the Federal, State and local levels, and presents policy recommendations and actions for consideration by the SCAG Regional Council and presents recommendations that can implemented at various levels of governments.

REPORT

Before any performance outcomes can be developed, an overall policy must be developed. SCAG's existing overall goals and objectives do not mention security. One potential goal/objective for SCAG can include the amending of an existing SCAG goal to encompass security:

- Ensure ~~travel~~ **transportation** safety, **security** and reliability for all people and goods in the region.
[additions in bold]

Safety and security are often intertwined in preparation and response. Therefore, the following definitions are used:

- **Safety** is defined as the protection of persons and property from unintentional damage or destruction caused by accidental or natural events.
- **Security** is defined as the protection of persons or property from intentional damage or destruction caused by vandalism, criminal activity or terrorist attacks.

Because of southern California's historical litany of natural disasters, from earthquakes to wildfires, flooding and mudslides (and now increased terrorism threats), policies and procedures are already in place at the state and local levels that define various steps in the event of a natural or human-made disaster.

A central goal of SCAG, in the development of the Security and Emergency Preparedness Chapter, is to examine the policies and procedures at the various levels of government and determine how SCAG can contribute, and provide benefit to these efforts, without duplicating or hindering them.

Proposed Goals

- Enhance the Region's capabilities to deter and to respond to unexpected terrorist incidents, man-made or natural disasters by strengthening relationships and outlining strategies for regional action among local, state and federal agencies.
- Improve the effectiveness of regional plans by maximizing the sharing and coordination of resources which would allow for proper response by various agencies.
- Enhance the capabilities of local and regional organizations through provision and sharing of information.

Proposed Policies

- Ensuring the security of the region's transportation system and infrastructure is a priority.
- Enhancing the region's ability to deter and respond to acts of terrorist attacks, man-made or natural disasters through regionally cooperative and collaborative strategies.
- Provide the means for collaboration in planning, communication and information sharing before, during, or after a regional emergency for the region.

Preliminary Draft Performance Outcomes

Full compliance with Regional Transit Security Strategy: All transit operators applying for Department of Homeland Security (DHS) grant funds are required to develop and participate in a regional transit security strategy with other transit operators who may be impacted. This chapter proposes expanding the strategy coordination to include all transit operators within the region, including those who have not applied for DHS grants.

SCAG is not part of, and does not participate in the development and maintenance of the regional transit security strategy. However, SCAG works with every transit operator and can encourage participation.

Reduction in transit related crime: Transit itself is relatively safe from most traditional criminal activity because of the confined nature of transit vehicles. Areas that have a higher potential for criminal activity include outdoor stations and parking lots where the probability of being apprehended is less likely.

The increased use of surveillance, in a manner that recognizes civil liberties, and the increased law-enforcement patrols and presence of uniformed transit employees can deter crime and increase the perception of security at transit stations and park-and-rides.

While SCAG has limited authority concerning transit security operations and procedures, it can encourage a dialogue to help implement increased security.

Improved design, retrofit, hardening and stabilization of critical transportation infrastructure: SCAG can encourage the improved design and retrofitting of critical infrastructure for both security and safety purposes. Many of the design influences for hardening a structure against an earthquake can also be used for hardening a structure against some terrorist threats.

Eliminate car/train and pedestrian/train accidents: Improvements in safety devices at at-grade rail crossings, including barriers, signage, audible and visual warning devices. While this will not stop intentional harm, it can reduce accidents caused by people trying to "beat the train" with disastrous consequences. In addition, "sealed" train corridors can be examined to separate trains from surface street vehicles.

Rapid Response Plans for emergency repair of transportation facilities: After the January 1994 earthquake, rapid response plans were put in place to quickly repair damaged transportation infrastructure. In the 12 years since, these plans should be updated before the knowledge and experience base retires from the workforce.

All locally elected officials be at least minimally compliant with the National Incident Management System (NIMS): The National Incident Management System (NIMS) is a tool for states, counties and local jurisdictions to respond to catastrophic events through better communication and coordination.

NIMS provides a consistent nationwide template to enable Federal, State, local, and tribal governments and private-sector and nongovernmental organizations to work together effectively and efficiently to prepare for, prevent, respond to, and recover from domestic incidents, regardless of cause, size, or complexity, including acts of catastrophic terrorism.
http://www.fema.gov/pdf/nims/NIMS_basic_introduction_and_overview.pdf

REPORT

California has a similar management system called the Standard Emergency Management System (SEMS) which is mandated under California Government Code Section §8607(a).

In February, 2005, Governor Schwarzenegger signed State Executive Order S-2-05, which called for the integration, to the extent appropriate, of the NIMS into the State's SEMS.

The RCP Task Force noted that there should be some type of elected official education or guide to assist them in planning for, and recovering from major emergencies and disasters. The NIMS Integration Center strongly recommends that all elected officials who will be interacting with multiple jurisdictions and agencies during an emergency incident at the minimum take several NIMS courses:

- FEMA IS-700: "NIMS, an Introduction" <http://www.training.fema.gov/emiweb/is/is700.asp>
- ICS-100: "Introduction to Incident Command System (ICS)" or equivalent
<http://www.training.fema.gov/EMIWEB/is/is100.asp>

Regional Recovery Plan for the continuity of government services during disaster recovery: While most (if not all) cities in the region have mutual aid agreements (MAA) in the event of disasters, these agreements may be limited to the sharing of emergency responders and law enforcement personnel. For both physical and psychological benefits, it is important that government organizations continue functioning during the recovery period. MAAs can include the use of undamaged government facilities and equipment, the use of staff persons and common forms.

FISCAL IMPACT:

No fiscal impact.

REPORT

DATE: October 5, 2006

TO: Transportation and Communications Committee

FROM: Cheryl Collier, Communications Supervisor, 213.236.1942
Justine Block, Deputy Legal Counsel, 213.236.1920

SUBJECT: SCAG's Draft Public Participation Plan

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve the release of SCAG's Draft Public Participation Plan for a 45-day public comment period.

BACKGROUND:

This Public Participation Plan serves as a guide for SCAG's public involvement process as well as the continuing, comprehensive and coordinated planning process among the stakeholders to ensure the ongoing opportunity for broad-based participation in the development and review of regional transportation plans and programs.

Since its inception, the Southern California Association of Governments (SCAG) has engaged in a public involvement process in developing its regional transportation plans and programs. As a result of changes in the metropolitan planning law in 2005, SCAG will broaden its current participation activities to engage a more extensive group of stakeholders in its planning and programming processes.

FISCAL IMPACT:

There is no fiscal impact.

Southern California Association of Governments (SCAG)

Public Participation Plan

September 20, 2006

“Never doubt that a small group of thoughtful, concerned citizens can change the world. Indeed, it is the only thing that ever has.” *Margaret Mead*

Purpose of SCAG’s Public Participation Plan

The awareness and involvement of interested persons in governmental processes are critical to successful transportation planning and programming. When the public is engaged in the process, their feedback helps assure projects address community needs. Likewise, the public gains a better understanding of the tradeoffs and constraints associated with transportation planning. This Public Participation Plan (“Plan”) serves as a guide for SCAG’s public involvement process as well as the continuing, comprehensive and coordinated planning process among the stakeholders to ensure the ongoing opportunity for broad-based participation in the development and review of regional transportation plans and programs.

Introduction

Since its inception, the Southern California Association of Governments (SCAG) has engaged in a public involvement process in developing its regional transportation plans and programs. As a result of changes in the metropolitan planning law in 2005, SCAG will broaden its current participation activities to engage a more extensive group of stakeholders in its planning and programming processes.

As a metropolitan planning organization (MPO), SCAG is responsible for preparing and utilizing a Plan which is developed in consultation with all interested parties and provides reasonable opportunities for interested parties to comment on the content of SCAG’s Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP), pursuant to the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU). 23 U.S.C. 134 (i)(5).

The participation procedures incorporated into this Plan are intended to afford interested parties a specific opportunity to comment on the Plan prior to its approval. The Plan contains an expanded list of Interested Parties, including governmental agencies and nonprofit organizations that receive Federal

assistance from a source other than the Department of Transportation (DOT) to provide non-emergency transportation services and recipients of assistance under 23 U.S.C. 204.

In addition to developing and carrying out a Plan, SCAG is required to consult with State, local, and Tribal Governments in development of its RTPs and TIPs. SCAG is specifically required to consult with agencies and officials responsible for other planning activities within the region that are affected by SCAG's RTP and TIP (including, as appropriate, State & local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation).

As part of developing other plans and programs for which SCAG is responsible, SCAG carries out additional participation activities, including but not limited to: collaboration with transportation partners in development of the SCAG Overall Work Program, pursuant to 23 C.F.R. 450.314 and State guidance; scoping meetings and public review of the Draft Program EIR (PEIR) for the RTP, as required by applicable California Environmental Quality Act (CEQA) Guidelines, 14 C.C.R. Ch. 3, Art. 7; and, public participation in the development of a methodology for the Regional Housing Needs Allocation Plan, pursuant to Govt. Code Section 65584.04(c).

This Plan is intended to guide the participation process and to coordinate the process with SCAG's consultation activities and other responsibilities.

Public Participation Plan Requirements

SCAG's Public Participation Plan must comply with the following requirements provided under 23 U.S.C. Section 134(i)(5), which are summarized as follows:

1. SCAG shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the RTP.
2. The participation plan shall be developed in consultation with all interested parties, and shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.
3. In carrying out the participation process, SCAG must, to the maximum extent practicable--
 - (i) hold any public meetings at convenient and accessible locations and times;

- (ii) employ visualization techniques to describe plans; and
 - (iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate, to afford reasonable opportunity for consideration of public information under paragraph 1 above.
- 4. The RTP shall be published or otherwise made readily available by the metropolitan planning organization for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, approved by the metropolitan planning organization and submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish.
- 5. In developing the TIP and before approving the TIP, SCAG in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with the same requirements described above.

The Public Participation Plan further incorporates the requirements proposed under Federal guidance implementing SAFETEA-LU (71 FR 33521; June 9, 2006), summarized as follows:

1. Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to central city and other local jurisdiction concerns);
2. Provide reasonable public access to technical and policy information used in the development of plans and TIPs and open public meetings where matters related to the Federal-aid highway and transit programs are being considered;
3. Require adequate public notice of public involvement activities and time for public review and comment at key decision points, including, but not limited to, approval of plans and TIPs (in non-attainment areas, classified as serious and above, the comment period shall be at least 30 days for the plan, TIP and major amendment(s));
4. Demonstrate explicit consideration and response to public input received during the planning and program development processes;
5. Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households;

6. If the final transportation plan or TIP differs significantly from the one which was made available for public comment by SCAG and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan or TIP shall be made available;
7. The Public Participation Plan shall be periodically reviewed by SCAG in terms of its effectiveness in assuring that the process provides full and open access to all;
8. Metropolitan public involvement processes shall be coordinated with statewide public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs;
9. When significant written and oral comments are received on the draft transportation plan or TIP (including the financial plan) as a result of the public involvement process or the interagency consultation process required under the U.S. EPA's conformity regulations, a summary, analysis, and report on the disposition of comments shall be made part of the final plan and TIP.
10. Require a minimum public comment period of 45 days before the initial or revised Public Participation Plan is adopted by SCAG;

Consultation Requirements

SCAG must consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan. The consultation shall involve, as appropriate:

- 1) Comparison of transportation plans with State conservation plans or maps, if available; or
- 2) Comparison of transportation plans to inventories of natural or historic resources, if available.

See 23 U.S.C Section 134(i)(4).

Furthermore, under the metropolitan planning process, RTPs and TIPs must be developed with due consideration of other related activities within the region, and the process must provide for the design and delivery of transportation services within the region that are provided by:

- 1) Recipients of assistance under Chapter 53 of Title 49 U.S.C.

- 2) Governmental agencies and nonprofit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the Department of Transportation to provide non-emergency transportation services; and
- 3) Recipients of assistance under 23 U.S.C Section 204.

See 49 U.S.C Section 5303.

Consultation requirements are accomplished primarily through our policy committees and task force structure. Policy committees are primarily made up of local elected officials. There are several issue-specific as well as mode-specific task forces that are on-going as well as some that are created for a specific purpose and specific time frame. All of these task forces forward their recommendations to policy committees. Examples of these task forces include: Transportation Finance Task Force, Aviation Task Force, Goods Movement Task Force, Regional Transit Task Force, and the Plans and Programs Technical Advisory Committee. Membership on these task forces and working groups includes elected officials as well as stakeholder agency representatives. The stakeholders have a direct pipeline to SCAG's planning processes through these task forces. SCAG proposes to expand the membership of some of these task forces to ensure inclusion of the broader stakeholders and interest groups identified in SAFETEA-LU.

In addition, SCAG conducts several workshops prior to releasing the Draft RTP involving stakeholders to ensure that their input on major issues is addressed in the plan.

SCAG also utilizes the subregional council of governments (COG) structure to “get the word out” and solicit input on the content as well as the planning and programming process from the local stakeholders.

SCAG mails out a Notice of Draft RTP and RTIP Availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTP and RTIP. Comments as well as responses are fully documented and reflected in the final RTP.

SCAG will continue to engage Tribal Governments in the RTP and RTIP processes through Tribal Government representation on SCAG's governing board and policy committees, and through the Tribal Governments Relations Task Force.

Bottom-Up Planning and Interagency Consultation

An expanded 70-member Regional Council and the fostering of 14 subregional organizations were initiated by the former Executive Committee in 1992. These forums, coupled with three policy committees and 20 standing committees and technical advisory committees, and the “AB 1246 process” (required under Public

Utilities Code Section 130000 et seq.) facilitate SCAG's ability to provide a framework for bottom-up planning and more frequent and ongoing participation by interested parties at all stages of the process.

Within the AB 1246 process, the multi-county designated transportation planning agency shall convene at least two meetings annually of representatives from each of the four commissions, the agency, and the Department of Transportation for the following purposes:

- (a) To review and discuss the near-term transportation improvement programs prior to adoption by the commissions.
- (b) To review and discuss the regional transportation plan prior to adoption by the agency pursuant to Chapter 2.5 (commencing with Section 65080) of Title 7 of the Government Code.
- (c) To consider progress in the development of a regionwide and unified public transit system.
- (d) To review and discuss any other matter of mutual concern.

The Regional Transportation Agencies Coalition is currently fulfilling the function of the AB 1246 process.

SCAG has a memorandum of understanding (MOU) with the South Coast Air Quality Management District (SCAQMD) on transportation and air quality conformity consultation procedures for the South Coast Air Basin and for the Riverside County portions of the Salton Sea Air Basin and the Mojave Desert Air Basin. Parties to the MOU include: SCAQMD, Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, California Department of Transportation (Caltrans), California Air Resource Board, and the Federal Highway Administration.

Likewise, SCAG has an MOU for transportation and air quality conformity consultation procedures with the Ventura County Air Pollution Control District (VCAPCD) for the Ventura County portion of the South Central Coast Air Basin (SCCAB). Parties to the MOU include: VCAPCD, Ventura County Transportation Commission, Caltrans, California Air Resources Board, Federal Highway Administration and the Federal Transit Administration.

To support interagency coordination and fulfill the interagency consultation requirements of the Federal Transportation Conformity Rule, SCAG participates in the Transportation Conformity Working Group (TCWG). The group meets on a monthly basis to address and resolve regional issues pertaining to transportation conformity for the RTP, RTIP, RTP and TIP amendments and the region's air quality management plans.

Participants in the Southern California TCWG include representatives from federal, state, regional and sub-regional agencies such as the United States Environmental Protection Agency (both national and regional representatives), Federal Highway Administration, Federal Transit Administration, California Air Resources Board, California Department of Transportation, Air Quality Management Districts, SCAG, and County Transportation Commissions.

Interested Parties

To ensure compliance with SAFETEA-LU requirements and other federal and state mandates, SCAG intends to target the following participants in the region:

- citizens
- affected public agencies
- representatives of transportation agency employees
- freight shippers
- providers of freight transportation services
- private providers of transportation
- representatives of users of public transit
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of the disabled
- Tribal Governments
- transit operators
- governmental agencies and non-profit organizations that receive Federal assistance from a source other than the Department of Transportation (DOT) to provide non-emergency transportation services and recipients of assistance under section 204 of Title 23 U.S.C .
- and other interested parties (e.g. subregions, ethnic and minority groups, older and retired persons, special interest non-profit agencies, environmental groups, educational institutions, women's organizations, private sector)

The following goals and procedures are designed to encourage participation and provide opportunities to comment on the development and approval of SCAG's RTPs, RTIPs, the Regional Comprehensive Plan, (In addition to this Plan, SCAG adheres to the public process required by CEQA for our PEIR and related environmental review documents.) and other products prepared by SCAG that statutorily require public participation or for which the Regional Council determines is necessary.

Public Participation Plan Goals

The five primary goals of SCAG's Public Participation Plan include:

- Goal 1:** Implement an open and ongoing participation process that ensures citizen, agency and interested party participation in, and input into, regional transportation planning and programming.
- Goal 2:** Provide full public access and information to key decisions in the regional transportation planning process.
- Goal 3:** Disseminate clear, concise and timely information to citizens, affected agencies and interested parties.
- Goal 4:** Provide timely responses to issues, concerns, and comments raised by the public regarding the development and implementation of regional transportation plans, programs, and projects. Ensure that the comments received are considered and incorporated into the deliberations regarding proposed plans and programs.
- Goal 5:** Enhance the participation process including reaching out to those communities that have been underrepresented and/or underserved.

Public Participation Plan Procedures in Obtaining Goals*

- Goal 1:** **Implement an open and ongoing participation process that ensures citizen, agency and interested party participation in, and input into, regional transportation planning and programming.**
- SCAG's participation program will include public outreach and communications for all major plans and programs. This includes establishing procedures and responsibilities for (1) informing, involving and incorporating public opinion into the planning process, (2) consultative involvement of designated agencies (i.e., federal, state and local agencies, county transportation commissions and air quality management/pollution control districts) on technical data and modeling used in developing regional plans and determining transportation improvement program and regional transportation improvement program conformity, (3) designating lead staff persons who are knowledgeable about the entire planning process to be responsible for the participation program, and (4) providing adequate funds and staff resources to implement the participation program.
 - Stress the requirement to encourage, assess and provide for public participation to staff, consultants, stakeholder organizations and others as well as stress the importance of an inclusionary process and dialogue and encourage staff to regard citizens, subregional organizations and agencies as working partners.

*Implementation of each procedure is contingent upon resource and budget availability.

- Interact and seek input from a broad spectrum of interested stakeholders through various task forces and working groups that meet on a regular, on-going basis to review, discuss, and provide feedback on various SCAG initiatives, plans and programs.
- Integrate the outreach effort of the subregional organizations and transportation and air quality agencies into the SCAG process.
- Encourage proponents and opponents to participate in the regional planning process and acknowledge the value of their input.
- Update and maintain the contact databases and audience categories within the Communication and Management System (CMS). Expand current list categories to include the additional list of parties outlined in SAFETEA-LU. These contact databases should be reviewed and updated at least twice per year and on an on-going basis as individual changes occur.
- Provide outreach to citizens, groups, agencies and subregional organizations and inform them of how their involvement has affected the plan.
- Assemble, organize and equip a participation and outreach team of transportation planners, environmental planners, analysts and other technical staff, public affairs staff, management staff, and elected officials to conduct presentations, hold briefings, workshops, hearings, during the year to diverse groups and organizations throughout the region.
- Conduct hands-on, interactive workshops such as the Compass workshops, to encourage community involvement and participation and obtain feedback from local residents, regional stakeholders and local governments (planners, demographers, and elected officials).
- Provide outreach assistance, including to under-represented areas, using Member Relations Officers who are geographically focused and knowledgeable on the issues of the subregion.
- Train staff in effective communication and public relations skills by providing clear, consistent and concise primary messages for media and public involvement and interaction.

- Complete target group and media mailing lists for targeted audiences and determine the best methods for distributing information: speaker's bureau, fact sheets, brochures, flyers, white papers, plan summaries, newsletters, PowerPoint presentations, press releases, public service announcements, press advisories, press conferences, telephone and personal interviews.
- Develop memoranda of understanding or agreements with appropriate agencies, as needed.
- Participate in regular monthly meetings with the CEOs of the county transportation commissions.

Goal 2: Provide full public access and information to key decisions in the regional transportation planning process.

- Utilize SCAG's web site to provide information, announce draft and final plan releases, encourage feedback and comments from the public, make draft and final plans and corresponding documents available, provide contact information, educate about SCAG and SCAG initiatives, inform of upcoming events and meetings, post meeting agendas and minutes and provide publications. Ensure that the information available is easy-to-read and accessible and that the web site is compliant with the 1990 Americans with Disabilities Act.
- Post public notices of the draft product in at least one major newspaper in each of the six member counties and include community newspapers and ethnic press.
- Follow-up on public notices to increase participation. Assign staff to look out for non-participating public interests.
- Conduct at least one public hearing for the draft RTP, TIP and EIR and other major plans as needed. Announce public hearings in printed materials, on SCAG's web site, and in local newspapers. Provide translation services at these hearings, if needed.
- Develop procedures for public hearings. Include the time to be allotted to each speaker and how the order of appearance is determined. A written explanation of adopted procedures should be distributed to participants both prior to and at the

hearing. Make arrangements for the submission of written statements in addition to verbal comments.

- Hold monthly meetings with the subregional coordinators to review upcoming Regional Council and Policy Committee agendas and conduct other coordinating activities.
- Keep interested parties informed with progress reports during the product development, review and adoption phases.

Goal 3: Disseminate clear, concise and timely information to citizens, affected agencies and interested parties.

- SCAG, together with its subregional partners and other stakeholder organizations, will notify interested parties through traditional meeting announcements, newspapers, public service announcements, press releases, special mailers, publications and agendas of committees, meetings, workshops, briefings, web site postings, email communications and other opportunities to participate, as appropriate.
- Make electronically accessible to the public, all draft and final plans, fact sheets, publications such as *Your Guide to SCAG*, the *Benefits of Membership*, *Member Handbook* and the *Legislative Reference Guide*, the Overall Work Program, the eVision newsletter, key PowerPoint presentations, meeting agendas and minutes, data and other planning-related information, and a calendar of upcoming events on SCAG's web site at www.scag.ca.gov. Encourage public involvement on the web site. Ensure that the information provided is timely, accessible and easy-to-understand.
- Provide complete and easy-to-understand information, including summaries and one-page fact sheets on major plans and initiatives at the beginning of and throughout the planning process and define the issues and alternatives in a concise, straightforward and consistent manner.
- Update annually and disseminate SCAG's citizen guide "Your Guide to SCAG" which succinctly informs the public about SCAG and the regional planning process, highlights major SCAG initiatives, cites the importance of public involvement, invites participation, and identifies key contacts.
- Provide updated information about SCAG's activities, plans, actions, upcoming events, legislative efforts, and subregional

activities in the eVision electronic newsletter which is disseminated to local elected officials, legislators, subregions, commissions, air districts, other interested parties and members of the public at least eight times per year. The eVision newsletter is accessible through SCAG's web site. In addition, archival copies are readily available on the site.

- Maintain and update media mailing lists that include metropolitan and local community newspapers, radio, television and cable outlets, trade journals, wire services, ethnic and foreign-language media, government and legal publications and special interest press directed at older Americans, the disabled, Native Americans and students.
- Implement the media outreach strategies contained in the agency's overall Communications Strategy. This includes press releases, media advisories, calendar advisories, media interviews on television and radio talk shows and public affairs programs, public notices, op-ed articles in local newspapers, editorial board meetings, development of consistent media messages on major SCAG initiatives, and outreach to ethnic and foreign language press.
- Develop printed materials, fact sheets, brochures, summaries, fliers, pocket guides, promotional literature, PowerPoint presentations, relating to SCAG and SCAG's initiatives and other publications for general population distribution in concise, understandable, non-technical language.
- Maintain an updated calendar of events on SCAG's web site, accessible 24 hours a day, 7 days a week.
- Translate the most significant web site information and printed materials into other languages when needed and contingent upon resource and budget availability. Include the ethnic press in media advisories, press releases, press conference notifications, calendar advisories and other media communications. Maintain and update ethnic press contacts in the media contact database.
- Disseminate the *Challenges Facing Southern California* brochure at meetings, conferences, through mailings, and in SCAG's lobby area which highlights SCAG's major initiatives, invites participation within the community, solicits feedback and encourages citizens to "Get Informed and Get Involved."

- Make presentations on various SCAG initiatives throughout the region to citizens, community groups, environmental groups, business organizations, minorities, faith-based organizations, subregions, other stakeholders, and other interested parties. Staff throughout the organization, along with Regional Council members, will conduct the presentations. Determine the appropriate staff and agency representatives to speak on policy, technical and media issues. Staff will proactively encourage presentations be included on various meeting agendas.
- Prepare technical and non-technical PowerPoint presentations for workshop, conference, hearings and other meeting use to showcase SCAG and SCAG's initiatives and simplify the regional planning process. Ensure that the presentations are easy-to-understand, interesting, and invites participation and involvement. Utilize graphics and animation to make the presentations more interesting and inviting. Tailor presentations to the audience by including subregional statistics and addressing primary areas of audience concern. Enhancements to the presentations should be based on community input and speaker feedback. Maintain a library of all PowerPoint presentations created. Post relevant PowerPoint presentations on SCAG's web site for public access.
- Utilize visualization techniques whenever possible such as maps, videos, PowerPoint presentations with graphics and animation, flowcharts, computer simulation, interactive GIS systems, photorealistic visualizations, video fly-throughs, illustrative drawings, simulated photos, sketches, and photo manipulation scenario planning tools to better and more easily communicate technical planning issues and strategies.
- Design and display a modular exhibit for "on-the-road" presentations and exhibit tables at conferences, workshops, meetings and other public events. The exhibit will be visually appealing and will graphically showcase SCAG's major planning initiatives to diverse audiences. This exhibit will increase the public's awareness of the work of SCAG and the importance of public involvement.
- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Goal 4: Provide timely responses to issues, concerns, and comments raised by the public regarding the development and

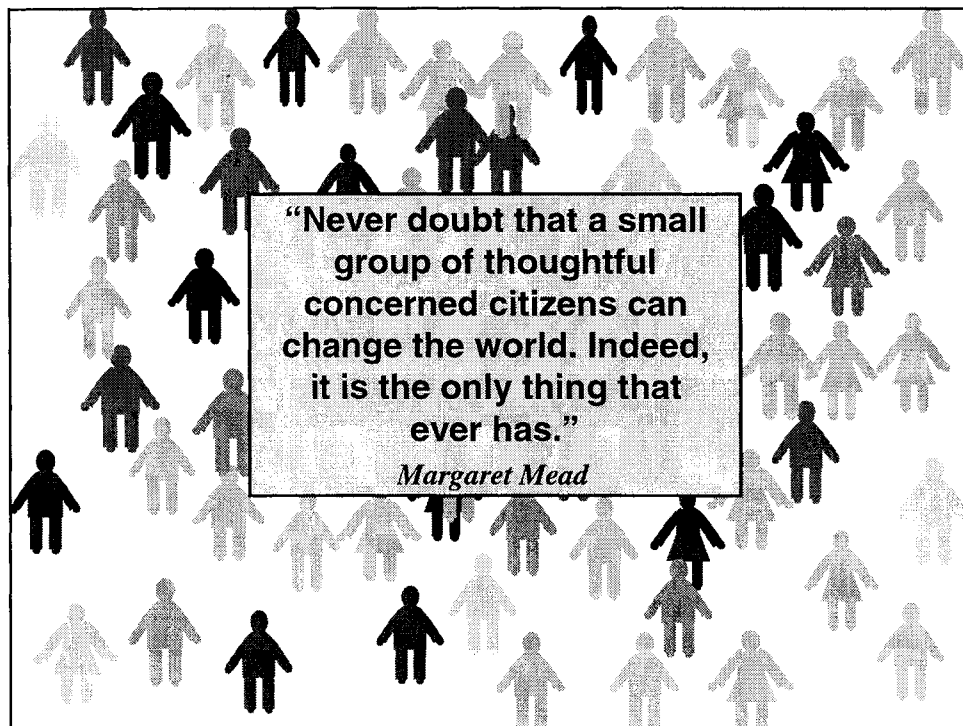
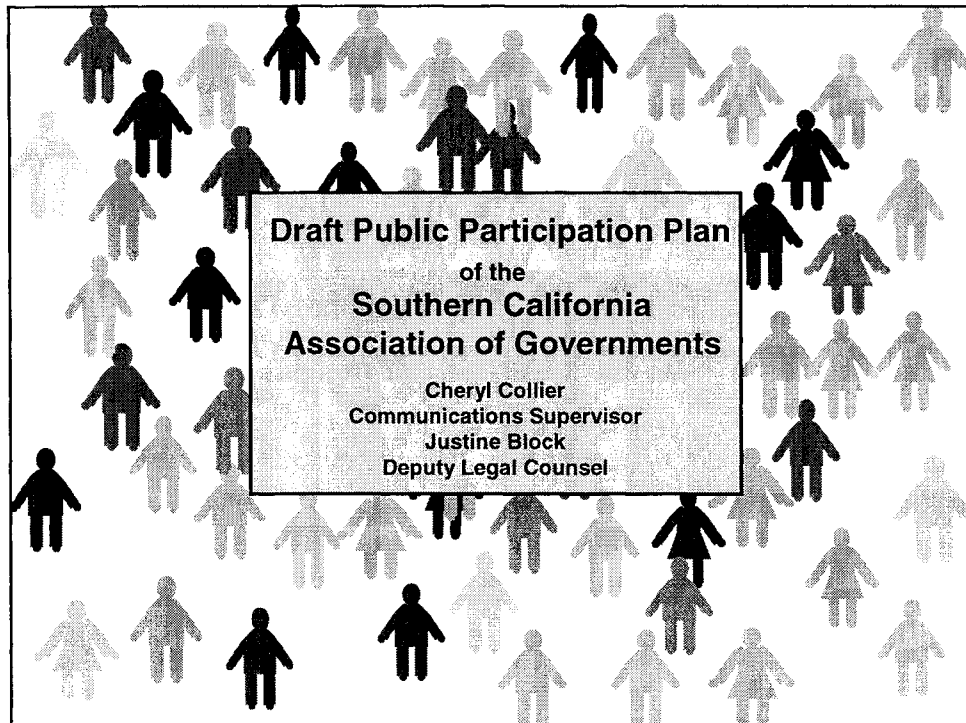
implementation of regional transportation plans, programs, and projects. Ensure that the comments received are considered and incorporated into the deliberations regarding proposed plans and programs.

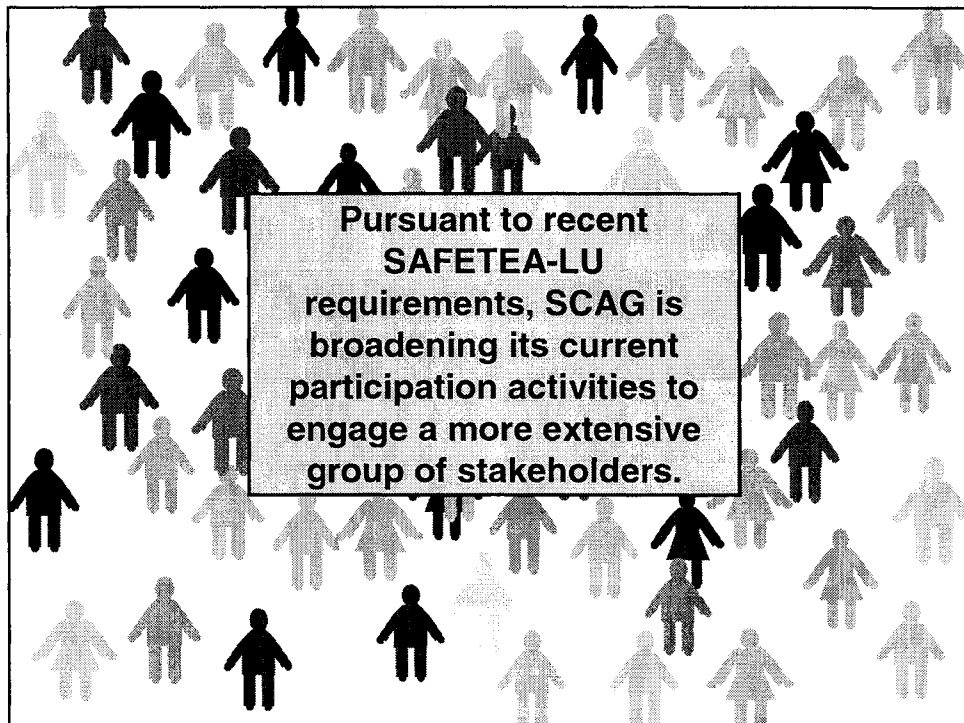
- SCAG will review and consider all public comments in the regional transportation planning process. Comments will be recorded, tracked and maintained through the Communication Management Software System (CMS). The system will provide a list of all comments received, the name of the commenter, the comment date, the topic, the comment message, and SCAG's response to the comment. All comments received will be responded to in a timely manner.
- Evaluate public comments received throughout the planning process and assess whether, and to what extent, modifications were made in the draft documents as a result of the comments received.

Goal 5: Enhance the participation process including seeking out and considering the needs of traditionally underrepresented and/or underserved persons. Ensure that minority and low-income persons have meaningful access to the public outreach and involvement activities.

- Coordinate with individuals, institutions or organizations to reach out to members in the affected minority and/or low income communities.
- Choose an event site and time convenient for participants. All events should be fully accessible to all citizens, including disabled, low-income and minority communities. Encourage the participation of elected officials at events and hearings.
- Provide assistance, if requested 14 days prior to the event, to people with disabilities, including individuals who are blind, have low-vision or are hearing impaired.
- Provide language assistance, if requested 14 days prior to the event, to Limited English Proficient Persons.
- Evaluate public participation efforts at the end of each phase of the planning process so that necessary modifications can be made for subsequent phases. Provide recommended strategies to enhance the outreach program and better serve the underrepresented segments of the region.

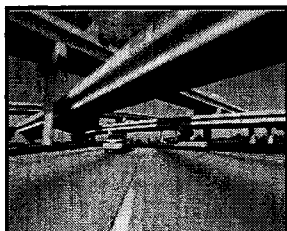
- Annually update the agency's overall Communications Strategy and seek Regional Council approval of the plan and recommended strategies.
- Develop and adopt a plan for providing language assistance for persons with limited English proficiency (LEP Plan).
- Maintain an outreach calendar of presentations, workshops and hearings which will enable staff to map presentations to determine geographically where we've been, the type of audience and the topic thus enhancing our ability to strengthen outreach to underrepresented areas. The goal is to average at least 15 presentations per month.
- Consider budgeting for occasional public opinion surveys of community interests and needs to determine public opinion on regional issues.
- Consider budgeting for surveys of demonstration project participants (such as Compass Blueprint) to provide better, more efficient services.
- Assess how effective the agency's communication strategies have been in impacting public policy. Consider conducting surveys of members, partners, stakeholders early in the planning process and again later to determine the affect of the communication effort.





Plan Purpose

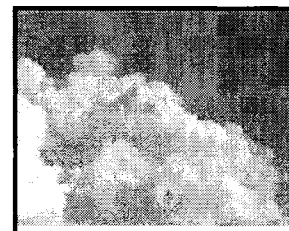
Ensure the ongoing opportunity for broad-based participation in the development of Regional Plans for:



Transportation



Housing
Development



Air Quality

Public Involvement Requirements

1.

Implement
Process to
Provide
COMPLETE
Information

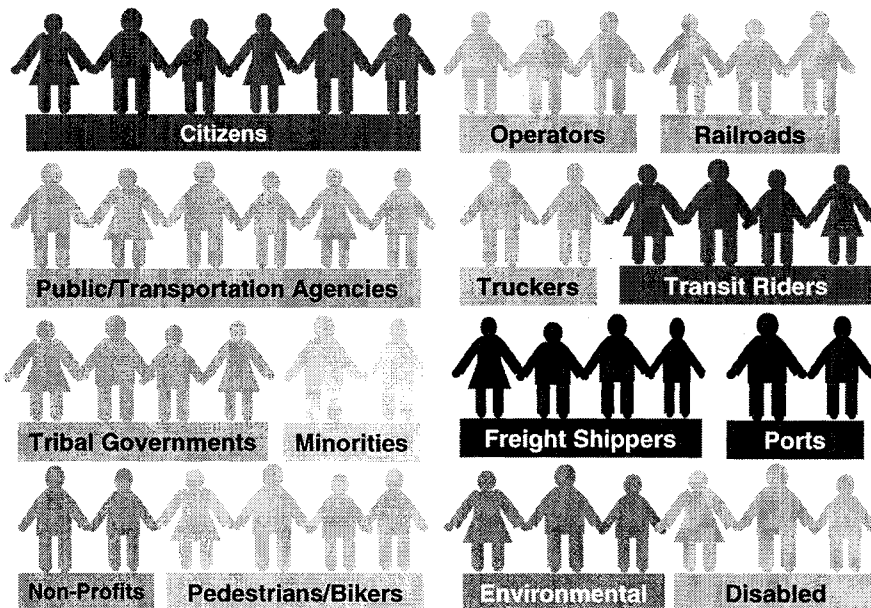
2.

Provide
TIMELY
Public Notice
and
FULL PUBLIC
ACCESS to
Key
Decisions





3.

Support
EARLY and
CONTINUING
Involvement
in Regional
Plans

INTERESTED PARTIES



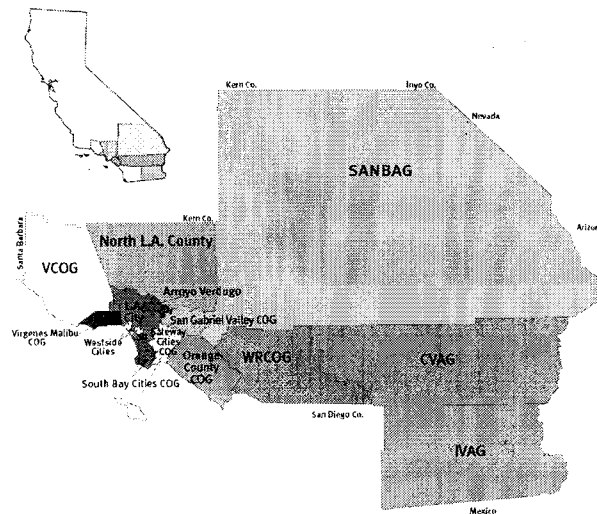
Bottom-Up Planning

Administration Committee	Community, Economic & Human Development	Energy & Environment Committee	Transportation & Communications Committee
			
<ul style="list-style-type: none"> •Communications/ Membership •Strategic Plan 	<ul style="list-style-type: none"> •Forecasting •RHNA •Benchmarks •Growth Visioning •Modeling 	<ul style="list-style-type: none"> •Water Policy •Solid Waste 	<ul style="list-style-type: none"> •Goods Movement •Aviation •Regional Transit •Regional TDM •MagLev •RTP TAC •Highway/Trans. Finance •4 Corners •Southwest Compact •CETAP •RSTIS

Committees Composed of Local Elected Officials Including Subregional Representatives.

They are Supported by 20 Task Forces and Subcommittees.

Subregions Provide Local Input



- 14 in Total
- SCAG provides funding and assistance to subregions to facilitate planning activities
- Part of SCAG's commitment to inclusive, participatory planning

Additional Interagency Consultation

- **Regional Transportation Agencies Coalition**
- **Transportation Conformity Working Group**
- **MOUs with air quality districts on transportation and air quality conformity consultation procedures**

Five Primary Goals

GOAL #1

Implement an open and ongoing participation process that ensures citizen, agency and interested party participation in, and input into, regional transportation planning and programming.

Five Primary Goals

GOAL #2

Provide full public access and information to key decisions in the regional transportation planning process.

Five Primary Goals

GOAL #3

Disseminate clear, concise and timely information to citizens, affected agencies and interested parties.

Five Primary Goals

GOAL #4

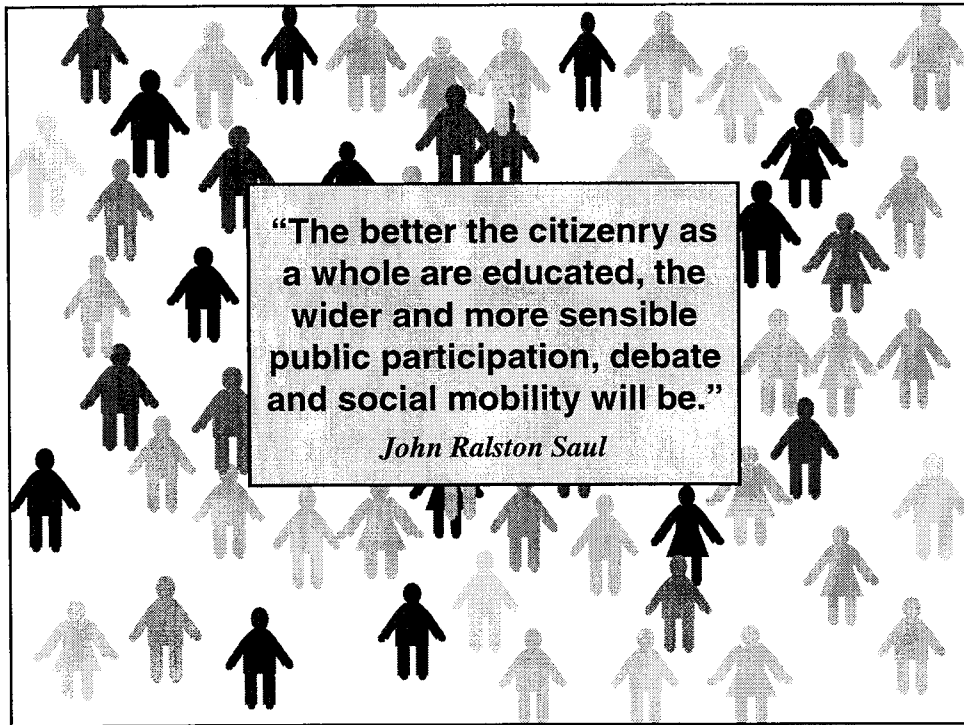
Provide timely responses to issues, concerns, and comments regarding regional transportation plans, programs, and projects.

Ensure that the comments received are considered and incorporated into the deliberations regarding proposed plans and programs.

Five Primary Goals

GOAL #5

Enhance the participation process including reaching out to those communities that have been underrepresented and/or underserved.



MEMO

DATE: September 14, 2006

TO: Transportation and Communications Committee

FROM: Michael Armstrong, Aviation Program Manager
armstron@scag.ca.gov/213-236-1914

SUBJECT: Overview of Stakeholder Surveys for Regional Airport Management Implementation Study

SUMMARY:

Professor Steven P. Erie of UCSD will provide an overview of the results of stakeholder surveys his team conducted for the Regional Airport Management Implementation Study being completed for SCAG.

BACKGROUND:

The Regional Airport Management Implementation Study will develop an implementation “roadmap” including a specific implementation strategy and timeline, for creating a new regional airport governance structure for Southern California. This new governance structure will help implement the adopted Aviation Decentralization Strategy in the 2004 Regional Transportation Plan. The study will be completed by December of this year.

The study team led by Professor Steven P. Erie of UCSD has recently completed a survey of stakeholders and policy experts in Southern California and around the country about their views on the most efficient and appropriate methods of creating a new regional airport management structure for Southern California. Those surveyed in Southern California included elected officials, airport managers, and representatives from ground transportation planning agencies including county transportation commissions. A number of survey questions focused on recent efforts of Los Angeles World Airport to reactivate the currently dormant Southern California Regional Airport Authority. Prof. Erie will provide an overview of the survey results for the committee.

Tier I Stakeholder Survey for Regional Airport Management Implementation Study: Some Initial Findings

SCRAA Redux: Fear and Loathing?

- The decision to revive the Southern California Regional Airport Authority (SCRAA) has attracted the interest, if not enthusiasm of transportation operators in the region
- The region's airport operators understand the need for regional planning and coordination
- Stakeholders in the region's airport debates await SCRAA's next steps with cautious optimism

SCRAA's Powers

- Neither SCRAA's current array of powers nor the reasons for previous failures are well understood
- The broad powers listed in SCRAA's JPA worry local officials
- Eliminating the ability to operate airports and influence local land use via eminent domain will be the price of participation

SCRAA's Mission

- Priority #1: Re-defining SCRAA's mission
- SCRAA needs to address both air capacity and ground access issues
- Interest in regional coordination extends beyond immediate concern with decentralization

SCRAA's Membership

- SCRAA's membership will likely need to be changed, to better reflect its new mission
- SoCal's airport operators need representation
- Priority #2: Identifying appropriate roles for elected officials and operators remains a critical unresolved issue

Who Will Join a Reconstituted SCRAA?

- If asked, most of SoCal's airport operators would serve
- Priority #3: Setting up rules to ensure L.A. participates, not dominates
- The level of participation will be contingent on the perceived benefits from, effectiveness of SCRAA

The RAC: Possible Objectives

- This town is not big enough for the both of us ...
- Priority #1: Defining the mission
- Interest in regional coordination extends beyond immediate concern with decentralization

Structuring the RAC: JPA or MOU?

- Most SoCal transportation providers prefer the MOU
- The MOU, if successful, can pave the way for a stronger organizational form

The RAC: Membership

- As with SCRAA, full membership in the RAC ought to be limited and informed by the task at hand
- SoCal's airport operators want a forum for addressing regional air capacity and ground access challenges
- The MOUs recently formed by SoCal's CTCs to identify necessary infrastructure projects and address the impacts of international trade are a useful model

Incentive-izing participation in the RAC

- SoCal's airport operators will participate, but interest will diminish quickly if the RAC is perceived to be ineffective
- Priority #2: Securing buy-in among regional stakeholders, especially the private sector

- Priority #3: Investing the RAC with the capacity to help airports succeed in their mission, improve the bottom line

The RAC and SCAG: Who Will Plan for Air Capacity

- SCAG has its problems, but must play a role in planning for air capacity and future growth
- No consensus on which entity, SCRAA, the RAC or SCAG ought to perform air system planning